

Assael

D&A

217 High Street, Yiewsley / Hillingdon

Design and Access Statement

July 2020 I A3318

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1.1 The purpose of this document

This document has been prepared by Assael Architecture for Taylor Wimpey. It assesses the opportunities to redevelop the site in line with both Hillingdon Council's aspirations for future regeneration within Yiewsley and policy objectives to achieve sustainable development, high quality design and meet housing needs.

1.2 The vision

This document explores the opportunity to provide a new high quality mixed use residential development on the site. The scheme proposes to deliver new residential apartments with amenity space, as well as a Health facility (D1) whilst maximising the site's orientation and location.

1.3 The professional team

Client
Taylor Wimpey West London

Architect
Assael Architecture Ltd

Planning Consultant
Progress Planning

Structural Engineers
Reuby-Stagg

Engineering Services
Stantec Inc

Energy Consultant
Abbey Consultants

Fire Consultant
BA Fire

Heritage Consultant
Asset Heritage

Landscape Architect
Assael Exteriors Ltd

Ecology Consultant
Ecology Solutions

Engagement and PR
BECG

1.4 Taylor Wimpey

Taylor Wimpey is one of the leading national house-builders operating across the UK, and is responsible for building approximately 15,000 homes annually. Taylor Wimpey has amassed years of experience in the London and South East region, which has amounted in becoming one of only a handful of home builders to be bestowed with the title of 5-star Home Builder, by the Home Builders Federation.

Taylor Wimpey has a strong track record in delivering high quality sustainable developments in the region. As part of the planning process, we take the promotion of sites seriously and seek to demonstrate the suitability and deliverability of the sites we promote. Furthermore, we undertake meaningful engagement with various stakeholders including: local communities; local politicians; relevant local groups; and the local planning authority, in order to shape the delivery of developments which respond to the specific needs of residents and future customers.

One of Taylor Wimpey's most recent acquisitions in Kew, London, demonstrates this cooperation between company and stakeholder, as we had been granted planning permission by the London Borough of Richmond to create an exciting new residential development on the site of the former Inland Revenue building, off Bessant Drive, Kew.

Our proposal had been developed through extensive consultation with the local community, and the development comprised of:

- 170 new homes including 27 affordable homes
- Space for an 896 sq m doctor's surgery
- 188 secure basement parking spaces for residents and visitors
- Extensive new landscaped amenity areas and central courtyard space

The development had been designed to maximise the amount of air and light throughout the project, and the new buildings will be set amongst extensive green surroundings, with a landscaped courtyard at the centre for community use.

Taylor Wimpey combines the strengths of a national developer with the focus of small local business units. This creates a unique framework of local and national knowledge, supported by the financial strength and highest standards of corporate governance of a major PLC.



Emerald Gardens, Kew

1.5 Assael Architecture

Assael Architecture is an award-winning practice providing urban design, architectural, landscape design and interior design services to a range of developers, investors, institutions and local authorities in the UK and overseas. Based in design studios in London, we work across a variety of sectors including residential, hotel, leisure, mixed-use and masterplanning.

Our approach brings together innovation and creative design, informed by research, thorough site analysis and years of experience. We're committed to providing a high quality professional service that suits our clients' individual requirements and project timescales.

We are well respected for our responsive and flexible approach to design particularly in difficult or challenging circumstances, and our expertise is most often called upon to realise the full potential and value of complicated sites, often in sensitive locations. We have therefore amassed many years of experience in the design and implementation of successful new-build mixed-use developments on tight urban brownfield sites, often involving the refurbishment of listed or historic buildings.

We regularly win awards for our projects, treatment of staff and business success. We were named Architect of the Year at The Sunday Times British Homes Awards in 2016 and 2014, and our work in Build to Rent has recently been rewarded; we won the Housing Project Award at the 2015 British Homes Awards and a Housing Design Award in 2016, both for Creekside Wharf, plus another Housing Design Award for 19-27 Young Street in 2014. We've also won the AJ100 Employer of the Year in 2017, Building Magazine's Good Employer Guide for two years in a row, the AJ's Business Pioneer of the Year in 2014 and have consistently been on The Sunday Times Best Small 100 Companies to Work For list. This recognition by our peers is important to us, and drives our continual improvement.

Quality management

We've been ISO 9001 certified since 2000 – a standard we've maintained through our commitment to quality, our team's abilities and the processes we've put in place.

Our environmental policy

In 2016, we achieved certification for ISO 14001 (Environmental). The aims of our environmental policy are to:

- Provide a clear statement that identifies the areas of our work that have a impact on the environment, together with objectives and targets for reducing such impacts.
- Provide employees and others with relevant information they can understand and use to maintain an awareness of the environmental impacts of the company's operations.
- Demonstrate an awareness of current legal and regulatory demands and a commitment to comply with them.
- Provide ongoing training for employees to ensure an awareness of the environmental issues that concern the business operation.
- Monitor the actions of the company in its business activities and strive to reduce environmental impact through a programme of continuous improvement.

1.6 Assael experience on similar projects

Gresham Road, Brixton

Location

London Borough of Lambeth

Client

Taylor Wimpey

Date

2015 - present

Site history

Constrained Site

Project description

Situated adjacent to the railway and within the Loughborough Park Conservation Area, this development provides 71 new homes on a constrained site in Brixton.

The new homes are accommodated in three separate buildings, ranging in height from five to eight storeys.

Every new apartment benefits from being dual aspect, with windows and balconies detailed with GRC and metal balustrades. Shared gardens at first floor level also provide additional outdoor amenity space for residents.

At ground level, a new pedestrian street enables the adjacent railway arches to be brought forward by Network Rail as retail spaces, whilst the new offices provide a continuous active frontage along this route.



Gresham Road, Brixton

Clayton Road, Hayes

Location

London Borough of Hillingdon

Client

A2Dominion

Date

2018 - present

Site history

Former Fairview Business Centre

Project description

This redevelopment of Fairview Business Centre introduces nearly 400 new homes and commercial workspace set within a large public open space facing onto the Grand Union Canal in Hayes.

The proposal aims to link the architectural language of the historic industrial sites to the west with the emerging London vernacular to the east. By developing three character areas alongside the extensive amenity space, the development transitions from the town centre character of Hayes to the industrial developments.

The two buildings provide ground floor houses, duplexes and commercial space which all contribute to an active frontage and provide job opportunities along the central spine. The spine has been developed with the adjoining site to bring an overarching masterplan strategy which will provide access and amenity within the wider masterplan to create a new canal-side destination.



Clayton Road, Hayes

Former Greggs Bakery, Twickenham

Location

London Borough of Richmond

Client

London Square

Date

Present

Site history

Former Greggs Bakery

Project description

More than three years ago it was announced that 206 jobs would be lost due to the closure of the Twickenham Greggs factory.

Now plans have been submitted to demolish the remaining building and build 116 homes in its place.

A planning application submitted by ourselves on behalf of London Square said it would be a "comprehensive redevelopment" of the Gould Road site with buildings ranging between two and five storeys tall.



Former Greggs Bakery, Twickenham

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2.1 Introduction

This section analyses the existing character and setting of the development site. We have studied the sites context with respect to the natural and human history, the forms of settlement, building and spaces, as well as its location and the routes that pass through it. A comprehensive appreciation of the overall site context is the starting point for designing a distinctive and successful place.

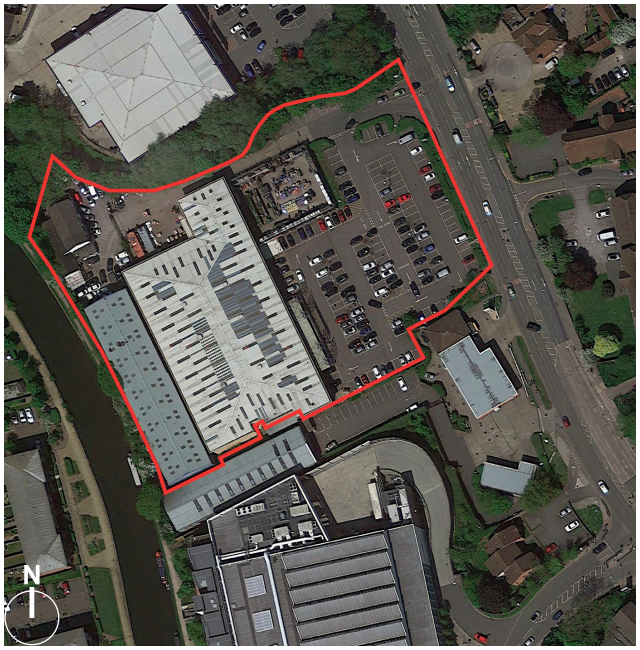
2.1.1 Site location

The site is located in Yiewsley, London Borough of Hillingdon. Yiewsley is bordered by Uxbridge to the north, West Drayton to the south and Hayes to the east.

The application site is situated just north of the West Drayton railway station which is a future Crossrail station, with the Grand Union Canal running alongside it.



Map highlighting the London Borough of Hillingdon



Aerial view

2.2 Existing site description

The site measures 1.24 hectares in size and is comprised of a single retail warehouse of approximately 3072sqm of floor space with associated car parking and delivery access, an MOT testing centre and repair shop (B2 / sui generis) to the rear of 1,408sqm and highway land to the front.

2.2.1 Existing buildings on the site

The uses located on site typically generate a moderate amount of car traffic from shopping at B&M, testing at the MOT testing centre to the rear and occasional HGV movement from deliveries.



B&M store



Buildings on the site

2.3 Existing & emerging context

Yiewsley & West Drayton serves a localised catchment area and is classified as a District Centre. The town grew as an industrial / manufacturing centre located on the Bristol-Paddington Railway line (West Drayton Station) and Grand Union Canal, although many of the manufacturing and industrial jobs in the area have now gone.

The centre supports 29,336 sqm gross of retail floorspace, the majority of which is located in a linear fashion along High Street / Station Road. There are two designated Primary Shopping Areas and four Secondary Shopping Areas within the defined town centre. The majority of these are located along High Street / Station Road. Both the primary and secondary frontages contain a high number of takeaway and service uses.

Retail shops on our traditional High Streets are suffering from a change in shopping patterns over recent years. Large out of town or edge of town centre retail stores have been known for a long time to have an adverse impact on our High Streets drawing shoppers away from them and specifically their Primary and Secondary Shopping Frontages and parades. Interestingly, with the dominance of online retailing, these large retail stores are coming under increasing financial pressure and are struggling to compete with companies that do not need to pay the same overheads. The subject store sells low priced convenience goods which generally do not attract shoppers specifically to it as this is often solely the case for higher priced comparison goods. As such, the existing premises offer limited benefits in terms of drawing shoppers to the general area, but pose a significant threat to the viability of the nearby town centre. Therefore, its removal is likely to boost the profitability of other retail stores and decrease shop vacancies within the town centre and on designated frontages, in line with adopted policy which seeks to deliver sustainable forms of development.

The area supports over 12,000 sqm of office development. It is well known that Hillingdon has a surplus of office floorspace in the borough and it benefits from a wide range of office types, supporting a range of companies from start-ups to global PLCs. Given the proximity of this site to Uxbridge Town Centre and Stockley Business Park and the general surplus of office floorspace in the borough, an office use would not be considered desirable or the most efficient use.

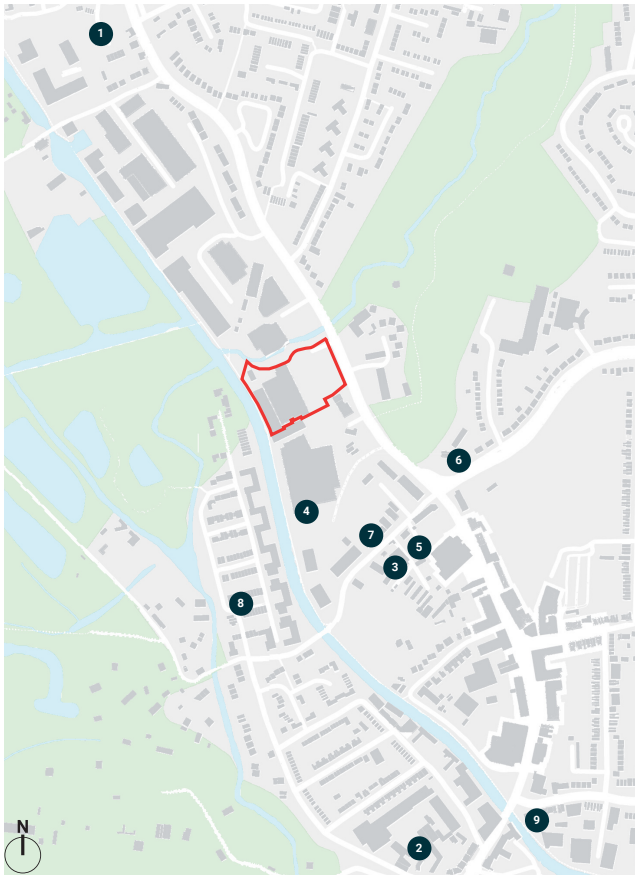
West Drayton and Hayes are located within an Opportunity Area expected to deliver over 10,000 new homes. It has been identified through discussions with Hillingdon Council that this growing population and the existing community would benefit from additional community facilities, specifically a centralised Health facility that would be situated in a sustainable and accessible location. Given the location of this site, near to a town centre and along a main road, it is considered that this could be an ideal opportunity to provide the area with a Health facility which will serve a genuine need.

2.3.1 Recent & future growth

The proposed Crossrail station at West Drayton, which is due to open later this year , will create much improved links to West Drayton from Shenfield and Abbey Wood to Reading and Heathrow. This presents further opportunities for regeneration, which are already underway in this area of significant change and nearby developments are listed on the adjacent page.

West Drayton and in particular this site situated along a main anterior route near to a town centre is a suitable location for a residential led development that makes efficient use of the land to deliver a significant contribution of on-site affordable housing. The Grand Union Canal will also have a role to play in the regeneration of the area. Economic growth opportunities for Yiewsley & West Drayton will be developed in more detail through the Hillingdon Local Plan: Part 2 - Heathrow Area Policies LDD and Hillingdon Local Plan: Part 2- Site Specific Allocations LDD.

1. Packet Boat Lane - 1197 / APP / 2015 / 4164
   144 Units / 5 Storeys - Approved
2. Padcroft Works, Travistock Rd - 45200 / APP / 2014 / 3638308 Units / 3-8 Storeys - Approved - Under construction
3. Caxton House, Trout Rd - 3678 / APP / 2014 / 3637
   44 Apartments / 5.5 Storeys - Approved - Under construction
4. Tesco Site - 60929 / APP / 2008 / 1292
   101 Residential Units & Tesco / 4.5 Storeys - Constructed
5. Onslow Mills, Trout Rd - 1724 / APP / 2016 / 3513
   24 Apartments / 4.5 Storeys - Undecided
6. Falling Lane - 692 / APP / 2017 / 749
   30 Residential / 2-4 Storeys - Undecided
7. Churchill House, Trout Rd - 70698 / APP / 2016 / 2877
   6 Apartments / 3 Storeys - Refused
8. Former Honeywell Site, Trout Rd - 335/APP/2002/2754
   211 Residential units / 3 Storeys - In Use
9. Horton Road - 71582 / APP / 2018 / 2871
   86 Residential units / 4-6 Storeys



Location plan and neighbouring development

2.4 Local consented schemes

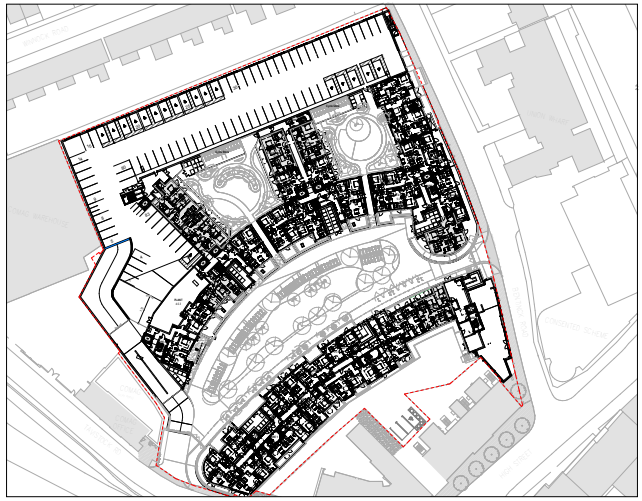
Padcroft Works

45200 / APP / 2017 / 327 - Approved 30 / 05 / 17
Site enclosed by Bentick Road & Tavistock Road Yiewsley UB7 7RQ

Variation of condition 2 (Accordance with approved plans) of planning permission ref: 45200 / APP / 2016 / 3886 dated 25-01-2017: Variation of conditions 2 (Accordance with approved plans), 15 (Pedestrian Link) and 23 (Car Parking Stackers) of planning permission ref: 45200 / APP / 2014 / 3638 dated 10-12-2015: Demolition of all existing buildings on the site enclosed by Bentinck Road and Tavistock Road (as shown outlined in red on the submitted application site plan) including Globe House, Globe Court, Padcroft Works, the former Dairy Crest dairy and TiGi Warehouse and comprehensive redevelopment to provide three buildings rising from three to eight storeys comprising 308 residential units, 175 sqm of Class B1 floorspace, public and private amenity space, hard and soft landscaping and lower ground floor parking space for 293 vehicles, to allow the addition of 7 residential units within the approved floorspace.

Parking Ratio: 0.95 per unit





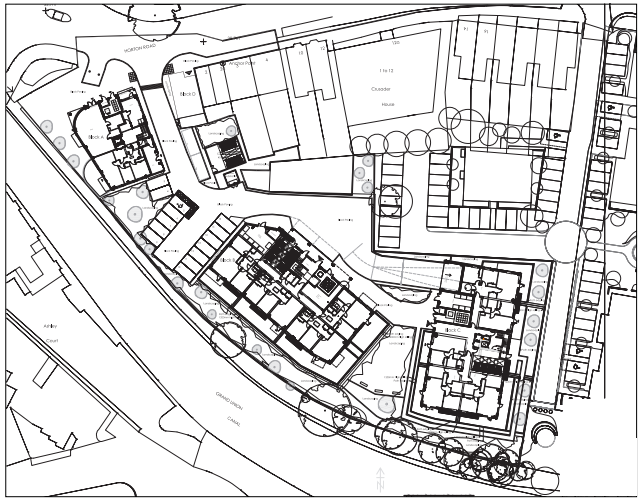
Horton Road

71582 / APP / 2018 / 2871 - Approved 14 / 11 / 18
Land rear of 2-24 Horton Road Yiewsley

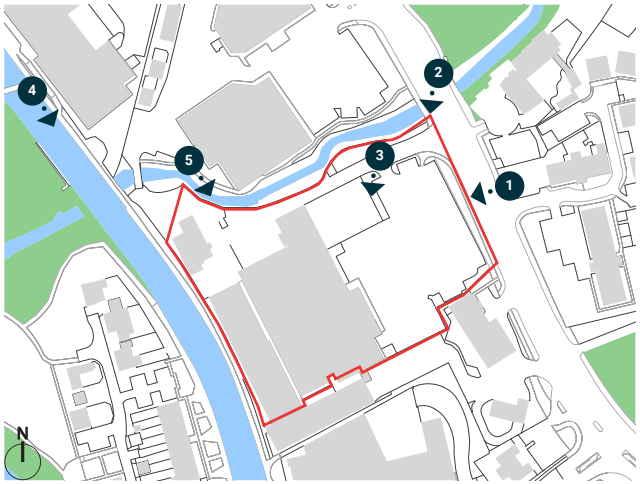
Variation of Condition 2 (approved plans) of planning permission ref: 71582 / APP / 2016 / 4582, dated 31 / 08 / 2017 (Demolition of existing buildings and redevelopment to provide 86 residential units in three buildings of 4-6 storeys with private balconies together with one three-bed dwelling, Class A1 / A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access and relocated sub-station) for improved fire safety, circulation and ventilation, alterations to sub-station and cycle store, revised feature brick work and increase in building height.

Parking Ratio: 0.87 per unit





2.5 Existing site photography





1. View looking West towards the site from the corner of High Street and Philpot's Close



2. View from the A408 towards the site and the Tesco Superstore beyond



3. View looking south west onto site, towards existing B&M storage yard

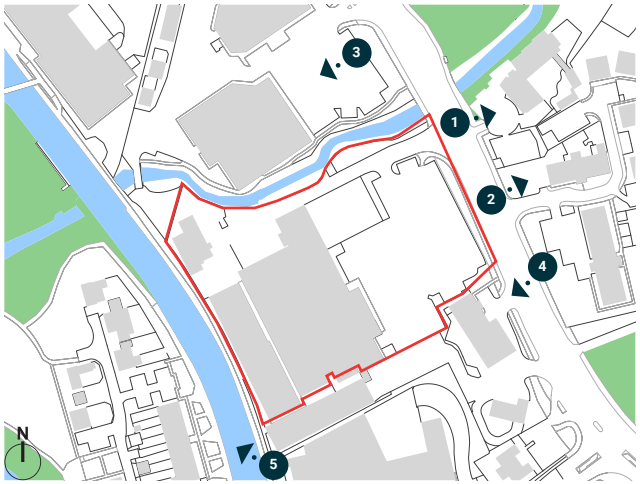


4. View looking south east down Grand Union Canal where the site backs onto the canal with no direct connection



5. View looking to the north of the site at River Pinn from the neighbouring Pets at Home store

2.6 Local context





1. View from High Street looking north east onto Hillingdon Manor Grange



2. View from High Street looking north east onto Philpot's Close and a listed mock Tudor building



3. View looking west onto large retail units north of the site



4 . View from High Street looking west onto the Shell garage adjacent to the site



5. Residential Taylor Wimpey development opposite the site - constructed circa 5 years ago (former Honeywell site)

2.7 Urban grain analysis

The site lies on the boundary between the Town centre and strategic industrial land within Yiewsley.

The current urban grain transitions from Town centre to light industrial and suburban with both rural and further suburban adjacent. The site presents an opportunity to link suburban with both rural and an extension of the town centre. It is also in an optimum location to connect the recognised green spaces to the east and west.



Key:

- Site boundary
- Light industrial
- Urban
- Suburban
- Green
- Proposed green link

2.8 Townscape areas

The site is a key un-designated element in the developing wider context of Yiewsley and West Drayton Town Centre. The River Pinn is a natural buffer that separates the site from the Locally Significant Industrial / Business Park to the North. To the South, towards Yiewsley / West Drayton Town Centre there is a large Tesco and residential development which is more urban in character, reflecting the increasing urban appearance of built form closer to the station.

On a more east-west axis, the River Pinn carves out green open parkland to the east and spills into the Fray's River and then Colne River to the west which run north to south alongside the Grand Union Canal which is situated to rear of the site. As such, the site is located in a pivotal green corridor and blue ribbon network junction in the context of the local area.

The area between the town centre to the south and the LSIS (bound by the High Street to the east and Grand Union Canal to the west) is characterised by buildings with large footprints and is clearly an area with potential for significant intensification. Areas farther away from the town centre are characterised by mostly smaller scale suburban housing.



Key:

- Site boundary
- Residential
- Green Open Parkland
- Yiewsley town center
- Proposed green link
- Railway
- Principal vehicle routes
  The A408 is a major road bordering the site which leads South to the M4 and Heathrow Airport, providing good links but generates noise and pollution
- Suburban residential
- Light industrial / office
- Marina
- Sports and leisure center / gym
- School / community use
- Large Tesco Superstore

2.9 Townscape character

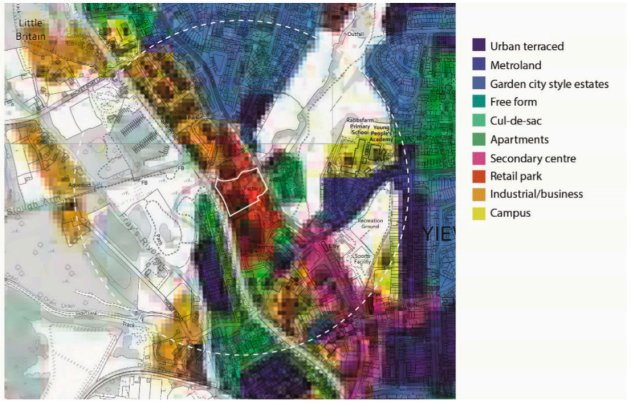
LB Hillingdon's Local Plan in paragraph 3.2 recognises that:

"... Hillingdon is a borough of contrasts. The area to the north of the A40 is semi-rural, with Ruislip as its main district centre. The south of the borough is more densely populated, urban in character and contains the metropolitan centre of Uxbridge and the district centres of Hayes and West Drayton ..."

The Local Plan goes onto state in paragraph 7.4 that:
"... Up until the 20th century, the borough was mainly rural in character; today it is predominantly suburban, with its main urban centre at Uxbridge. This was an important market town that took advantage of the stage coach route between Oxford and London in the 18th century and developed further with the building of the Grand Junction Canal, the Great Western Railway and more recently the Metropolitan and Piccadilly Lines. There are also a number of smaller town centres across the borough, such as Northwood, Ruislip, Eastcote, Hayes, Yiewsley and West Drayton. Most of these were originally villages, some dating back to medieval times, which grew as local transport links developed...."

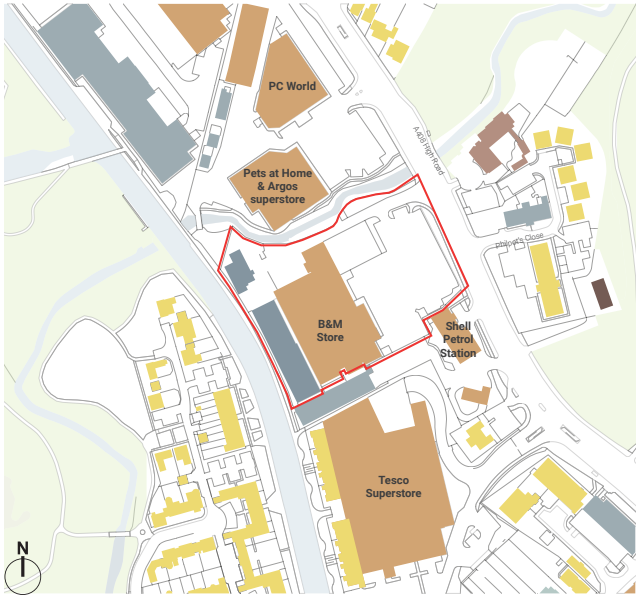
Within the Hillingdon Townscape Character Study's 'key defining features of the borough's form' (page 19) the Site is located in the are defined as 'canal corridor area'. This is recognised as being industrial development along the Grand Union Canal and the focus for significant growth and change, due to the arrival of Crossrail at West Drayton.

Hillingdon Townscape Character Study's Figure 24 Urban Typology plan extracted and overlaid on the Site's location plan illustrates the range of urban typologies present within the study area. These are discussed in detail within the Hillingdon Townscape Character Study.



2.10 Surrounding building uses

The surrounding buildings include a mix of large retail, office, commercial and industrial units mixed with individual homes and larger scale residential developments.



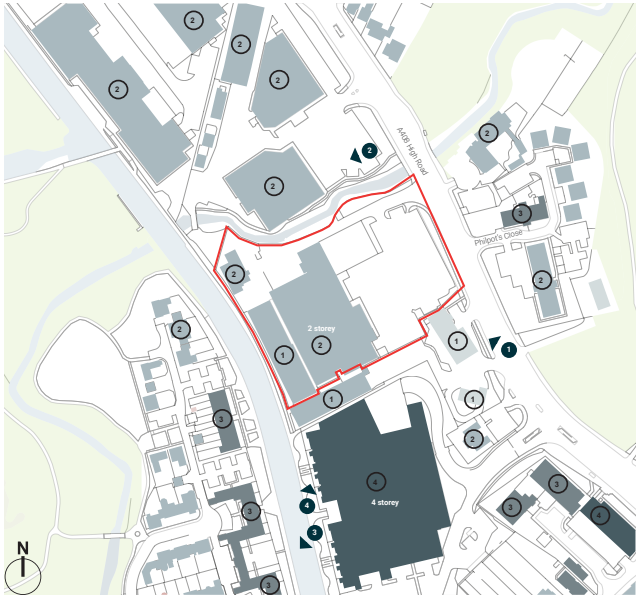
Key:

- Site boundary
- Residential
- Shops / retail
- Office / light industrial
- Commercial (non-industrial or retail)
- Community facilities
- Schools

2.11 Surrounding building heights

The existing heights in the local area vary from single storey to 4 storeys. Heights tend to rise towards West Drayton station and along the high street.

1. 1 storey shell garage, High Road
2. 2 storey retail units, High Road
3. 3 storey residential development
4. 4 storey apartment units backing onto Tesco Superstore, High Road



Key:

- Site boundary
- 1 storey
- 2 storeys
- 3 storeys
- 4 storeys



2.12 Routes

2.12.1 Quietways

The Grand Union Canal which borders the site is part of the Hillingdon canal towpaths that have been designated as cross-borough Quietways under proposals set out by the Mayor's Cycling Vision.

As London's towpaths become more popular as multi-functional spaces shared by different users, work is underway to improve 16 miles of towpath between Paddington and West Drayton, providing better quality surfaces, wider paths, improved access points and new signs.

Currently, the section of towpath bordering the site is considered a medium priority in need of improvements. Work is currently underway between Alperton and West Drayton and according to the Canal and River trust, the remaining improvements will be delivered between 2019 and 2021.

The proposed development recognises these routes and will respond by introducing a cycle path to the eastern boundary running through the site to the canal.



1 Currently under-utilised, the towpaths bordering the site are narrow, have potholes collecting puddles and do not have adequate lighting (only CCTV cameras monitoring the neighbouring developments).

2.12.2 Celandine Route

The Celandine Route is a 12 mile walk along the River Pinn from Pinner to the Grand Union Canal at Cowley, through green spaces, conservation areas and wildlife havens.

Key:

- Site boundary
- Railway
- Celandine route
- Quietways towpath
- Key: pedestrian routes
- Cycle routes

The River Pinn is recognised as part of the Mayor's 'Blue Ribbon' network



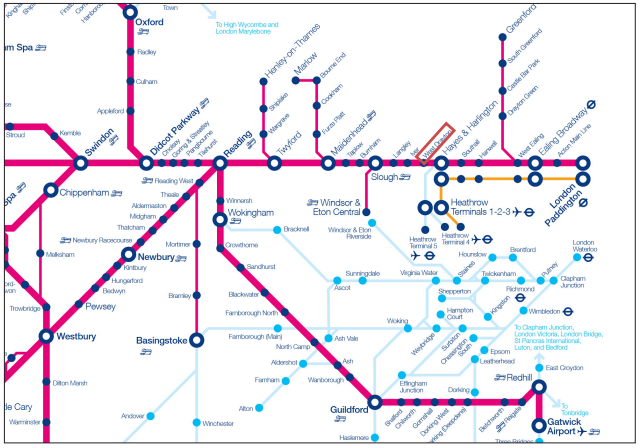
2.12.3 Transport links

The site has a PTAL (public transport accessibility level) rating of 3. See PTAL justification note in Transport Statement.

The West Drayton railway station is just a 13 minute walk from the site. The station is on the First Great Western route and provides access to Heathrow Terminals 1-5 in just 12 minutes as well as stations to the west of London including, Reading, Bristol and Cheltenham Spa.

This station will also benefit from some major enhancements in preparation for the introduction of Crossrail services, including a new ticket hall, a new footbridge with four new lifts to provide step free access, platform extensions and new canopies.

To	Current journey time (2015)	Crossrail journey time (Dec 2019)
Paddington	20 mins	16 mins
Bond Street	35 mins	20 mins
Tottenham Court Road	38 mins	22 mins
Liverpool Street	47 mins	27 mins
Canary Wharf	52 mins	34 mins
Heathrow 1,2,3	12 mins	5 mins
Reading	37 mins	33 mins

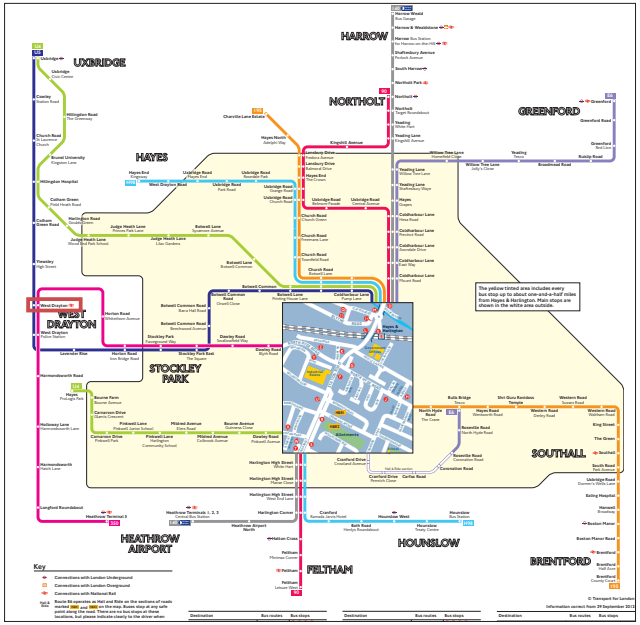


First Great Western Trains map

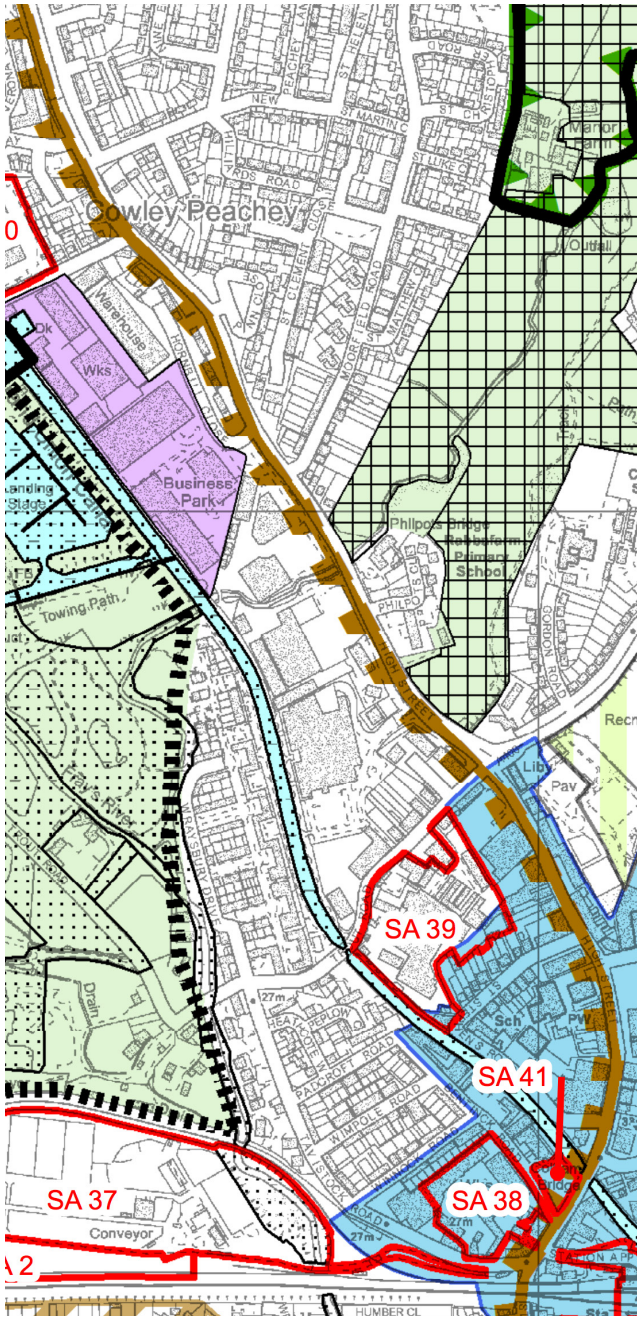
2.13 Planning policy context

The site is not located within a Strategic Industrial Location, Locally Significant Industrial Site or any other industrial designation. Nor, does it contain any industrial uses. The majority of the existing site comprises a retail warehouse with associated car parking at this edge of town centre location. The rear section of the land is used by a MOT Testing Centre and repair shop (B2 / Sui Generis). Out of town retail stores and MOT Testing Centres do not benefit from any specific planning policy protection at this location. Neither are industrial in nature or have a significant number of employees. Rather, they could be best described as alternative economic uses, driven by the low density of employees. Whilst the proposal will result in a limited loss of employment floorspace, the provision of a Health facility, when assessed with the benefits of the proposal, as explored elsewhere in this document, supports the redevelopment of the site in this fashion.

In terms of the suitability of the site for residential, policy H1 (Housing Growth) of the Hillingdon Local Plan: Plan 1 – Strategic Policies (2012) requires that the borough meets and exceed its minimum strategic dwelling requirement in accordance with other Local Plan policies. The borough's target was increased as part of the London Plan and is now to provide an additional 5,593 dwellings, annualised as 559 dwellings per year, for the ten-year period between 2015 and 2025. This is expected to be increased further in the new London Plan expected to be adopted this year. Policy 3.3 (Increasing Housing Supply) of the London Plan provides explicit strategic support for the provision of housing in London. The proposal involves the creation of 235 residential units and a Health facility in this Opportunity Area (Heathrow) that has been identified as a strategic location for the delivery of housing. The principle of optimising the use of this site for the provision of residential accommodation and a community facility is supported in strategic terms by policy H1 of the Local Plan: Part 1 – Strategic Policies (2012); policy 3.3 (Increasing Housing Supply) of the London Plan; and the National Planning Policy Framework (2012).



Local area bus map



Hillingdon local plan

2.14 Heritage and conservation context

There was little recorded about Yiewsley until the late 18th century, when the Grand Junction Canal was cut. A branch of the canal known as Otter Dock was cut between Yiewsley and West Drayton in the years 1876-1879 in order to service Yiewsley's brickworks. Brick making and agriculture were the main industries in Yiewsley during the late 18th and 19th centuries, and the expansion of the brickworks resulted in a large growth in population. Five million bricks moulded and fired in the Hillingdon Brickfields every year were transported by canal to a yard near South Wharf Basin, Paddington. The last brick-field closed in 1935 following strikes and the Great Depression, and around this time Otter Dock was filled in.

The arrival of the Great Western Railway and the building of West Drayton railway station in 1838, resulted in new houses being built and a sharp increase in both population and trade. A branch line to Uxbridge was completed in 1856. This ran until closed as part of the Beeching plan in 1964 (although passenger services had been discontinued in 1962).

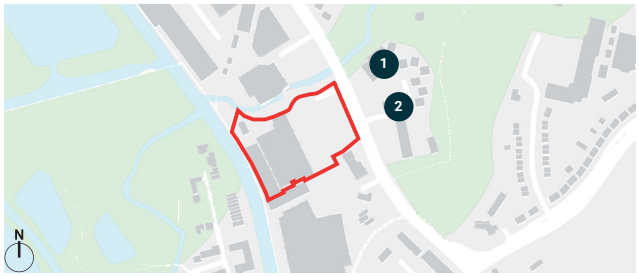
As the population grew, a new church, St Matthew's, was dedicated on 6 July 1859, and enlarged in 1898. Yiewsley remained a parish of Hillingdon until 1896.



1838



1876

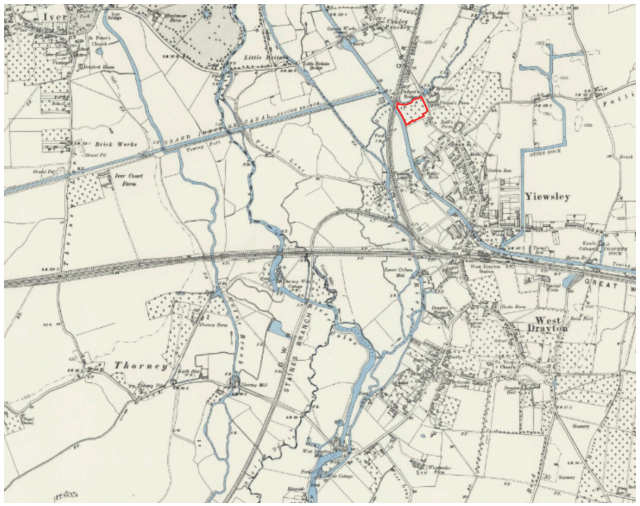


1 **Yiewsley Grange -** Listing NGR: TQ0581580943

1. 5018 HIGH STREET (East Side) YIEWSLEY TQ 0580 28 / 288 3.4.73. Yiewsley Grange II 2. Timber framed house of late C16 or early C17 much altered circa 1700 and with late C18 and C19 additions. Most of the original fabric is concealed but some chamfered beams are visible in kitchens and some good square framing on back stairs. Early C18 red brick front of 2 storeys, 5 windows, now crowned by 2 Victorian gable ends concealing ridge ends of tiled roof. 1st floor bands. Sash windows, some with glazing bars, and a few C19 casements. Late C19 gabled porch with projecting bay above. At left a late C18 battlemented gothic tower in light red brick. On left return this is partly concealed by a late C19 canted bay. At north-west corner a barn has been converted into a ballroom in early C20. Inside an old chimney breast with altered inglenook, a staircase of circa 1700 with turned balusters and closed string and one complete panelled room of the same period.

2 **Barn in Philpot's Yard -** Listing NGR: TQ0584480907

1. 5018 HIGH STREET (East Side) YIEWSLEY Barn in Philpot's Yard. (Formerly listed as Barn at Philpot's Farm) TQ 0580 28 / 287 22.6.7I. II 2. Late C16 or early C17 6-bay barn. Weatherboarded with roof now covered in galvanised iron. Aisle on south side. Stout uprights and pattern of arched braces along side of plate. Queen post trusses to half-hipped roof. Gabled south porch. Some timbers renewed.



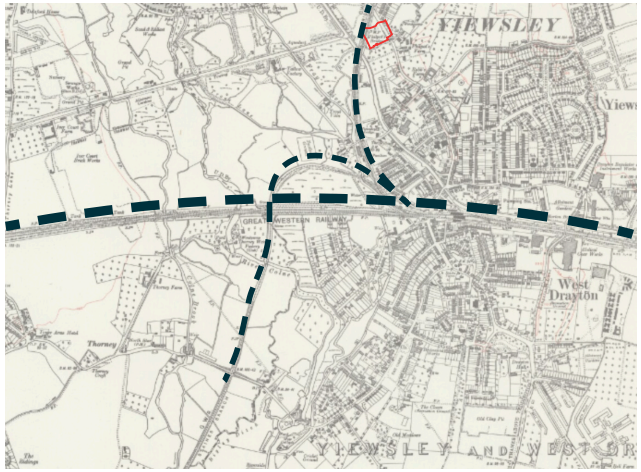
1894

2.14.1 Historic railway line

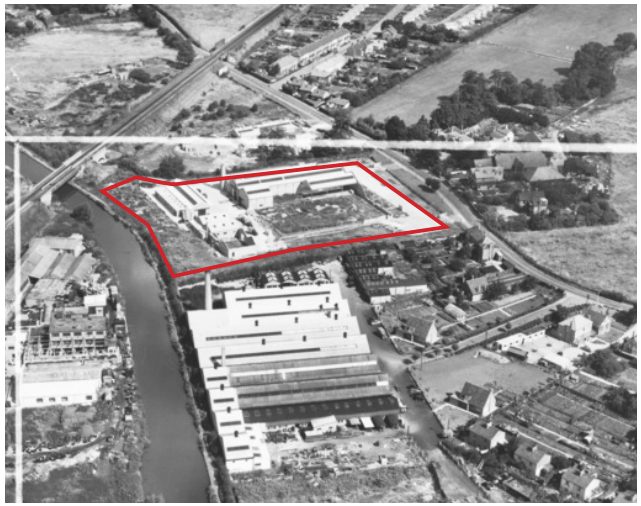
The site's geometry is partly a remnant of the historic Great Western Railway line which served Hillingdon Brickfields and later, connected to the branch line to Uxbridge built in 1956.

Key:

- Approximate site boundary
- Great Western Railway main line
- Great Western Railway main line branches



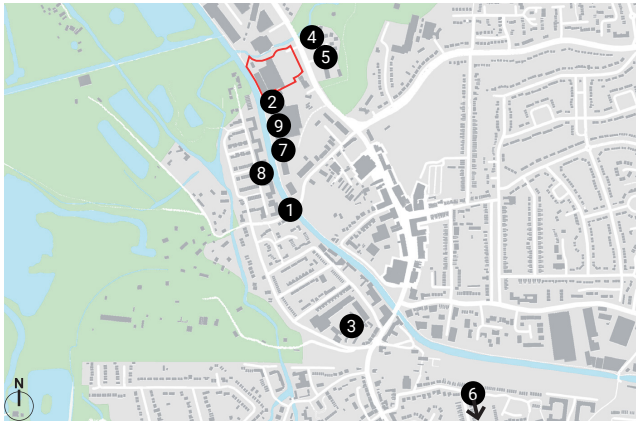
1935



1951

2.15 Local material palette

1. Brick arch of bridge
2. Buff brick / London stock
3. Local precedent : Padcroft Development, Bentinck Road - West Drayton
4. Red brick window surrounds and details
5. Red brick and Tudor style detailing
6. Local precedent : West Drayton Manor Gatehouse, Church Road - West Drayton
7. Textured concrete base
8. Brick, panelling and render
9. Local precedent : Rowlock House, Trout Road - West Drayton

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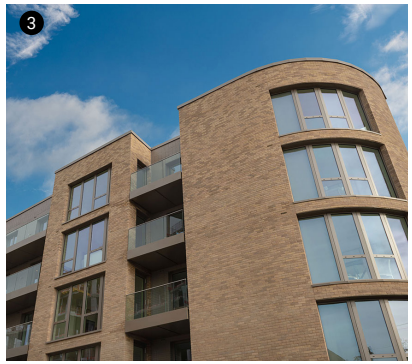
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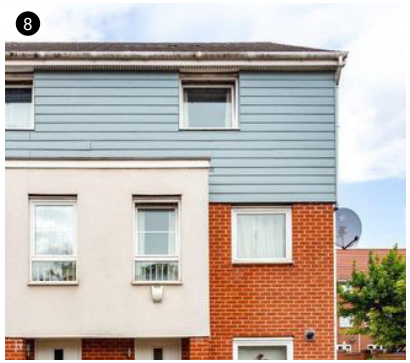
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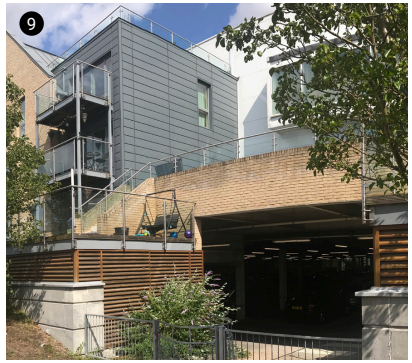

9

Introduction
Context
3.0 Design process
Design response
Landscape
Access
Appendices

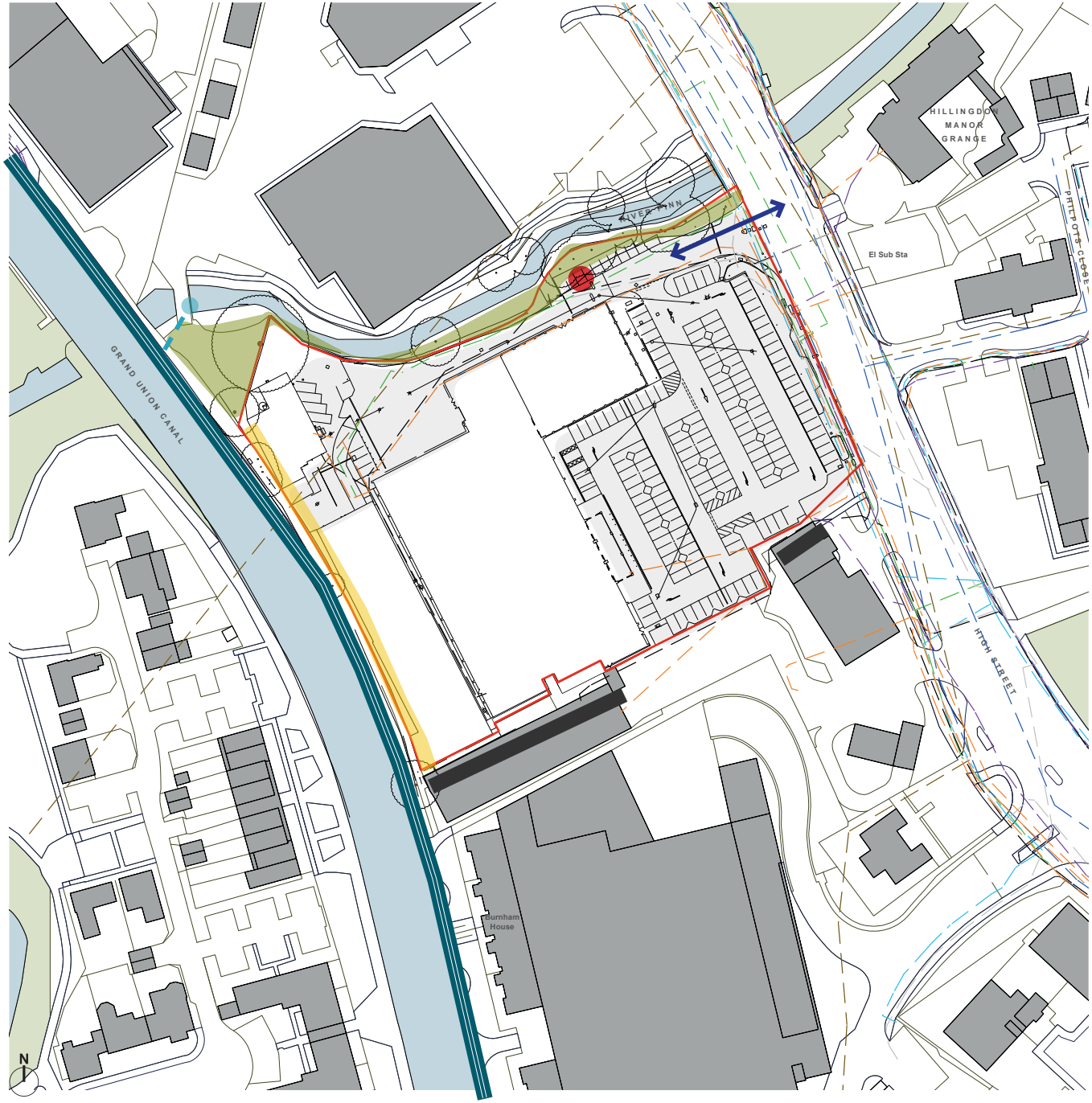
3.1 Introduction

The site presents a number of opportunities and constraints that have been considered to inform the design strategy which drives the design process and subsequent scheme proposals.

3.2 Site conditions plan

The plan highlights the existing conditions of the site indicating key considerations which may impact the proposal. The main points to consider include:

- The site is generally flat with minimal level change
- The site is predominantly in Flood zone 2
- The largest level difference is between the western boundary and the existing towpath varying from 400mm - 600mm.
- The existing site is 100% hard-scaped
- An existing foul sewer runs across the north west of the site
- All existing utilities generally run parallel to the High Street
- Existing substation on northern boundary



Key:

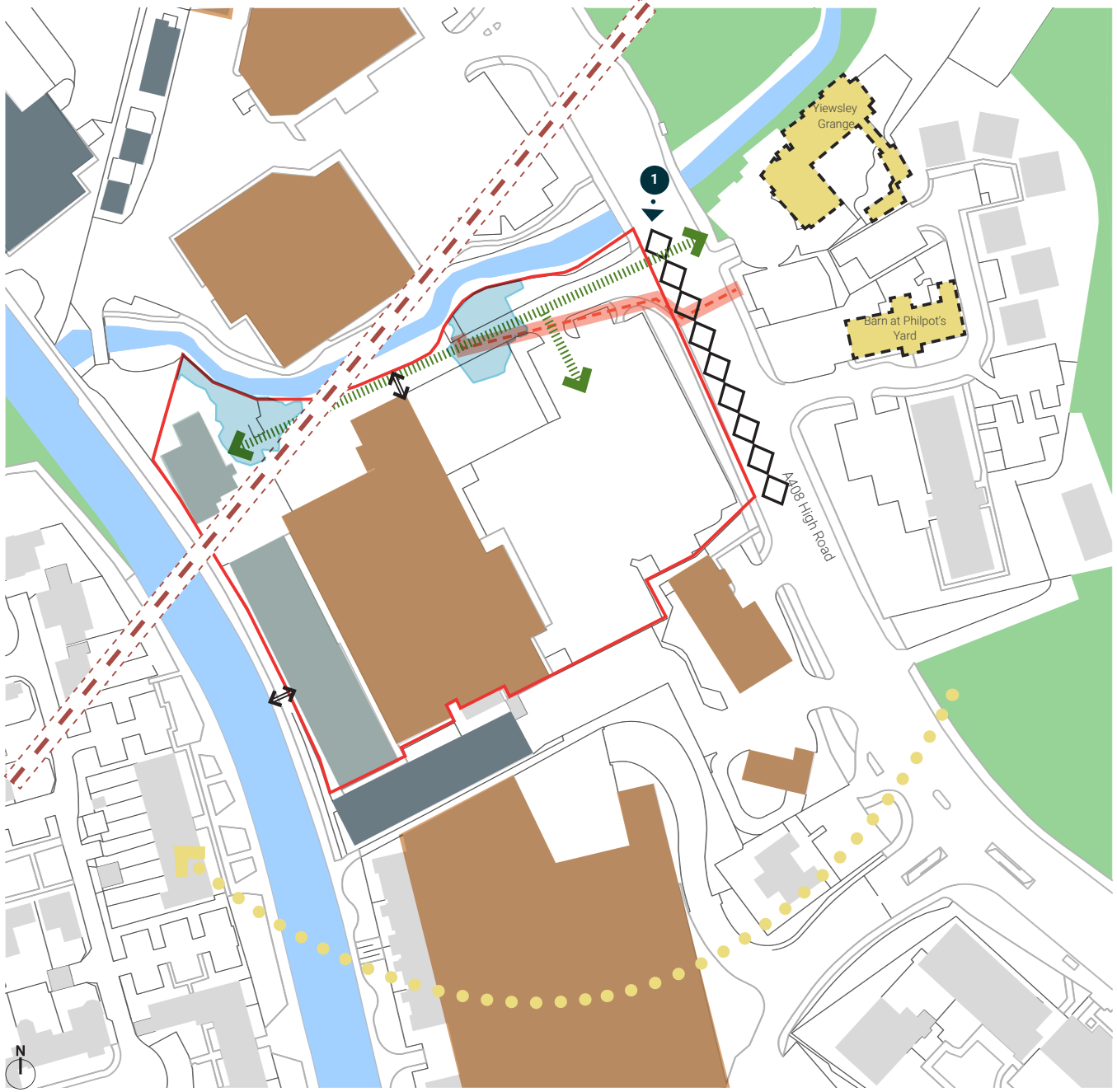
- Water Sewer
- Water Main
- Electric HV
- Electric LV
- BT Media
- Gas
- Virgin Media
- Foul sewer
- Planning application boundary
- Canal-side edge
- Existing Substation
- Hard landscape
- Hard landscape
- Adjacent site buildings on site boundary
- Arboriculture and Green space
- Vehicular access and egress of site
- Gated access to pedestrian right of way

3.3 Design constraints

The site offers a number of constraints, these are summarised on the adjacent plan. Below is the listing for the two Grade II listed buildings located across Yiewsley High Street.



1 View looking south towards the site across Yiewsley High Street



Key:

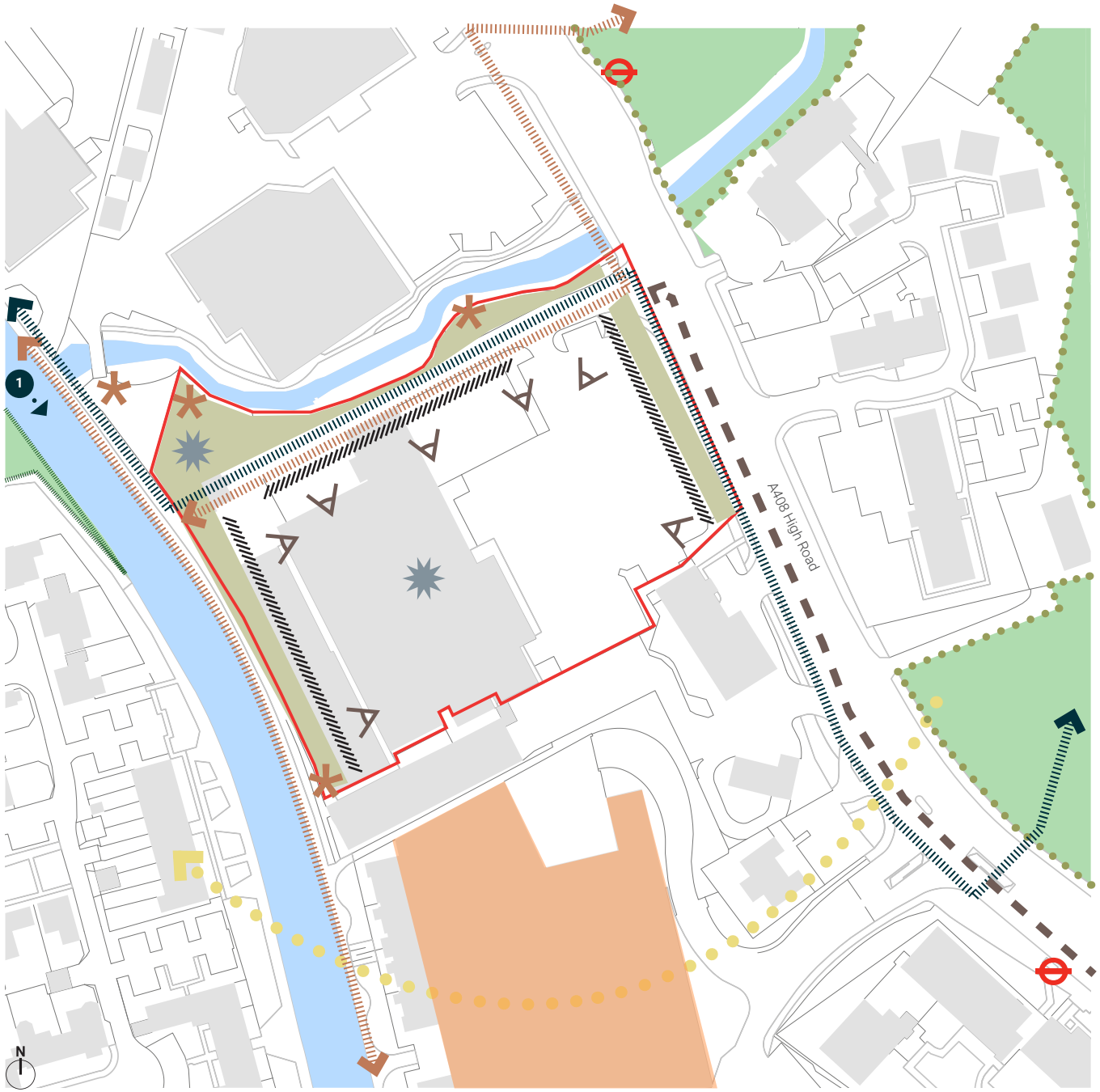
- Site boundary
- Thames Sewer
- HV Cable
- Sun path
- Existing access routes
- Close proximity to waterway
- Noise and air pollution
- Retail
- Existing commercial (non-industrial or retail)
- Existing offices / light industrial
- Listed buildings (Grade II)
- Flood zone 3

3.4 Design opportunities

The site offers numerous opportunities, to not only create a great place to live for new residents but also improve the quality of the public realm, overall connections and safety for local residents.



1 View looking south towards the site down Grand Union Canal



Key:

- Site boundary
- Natural features
- Child play space opportunity / landscaping
- Cycle route link opportunity
- Opportunity for green space / public realm
- Links to existing green space
- Active frontage opportunities
- Main vehicular access route from train station
- Bus stop
- Maximise views
- Pedestrian route connectivity
- Sun path
- Tall building - Tesco

3.5 Design concept

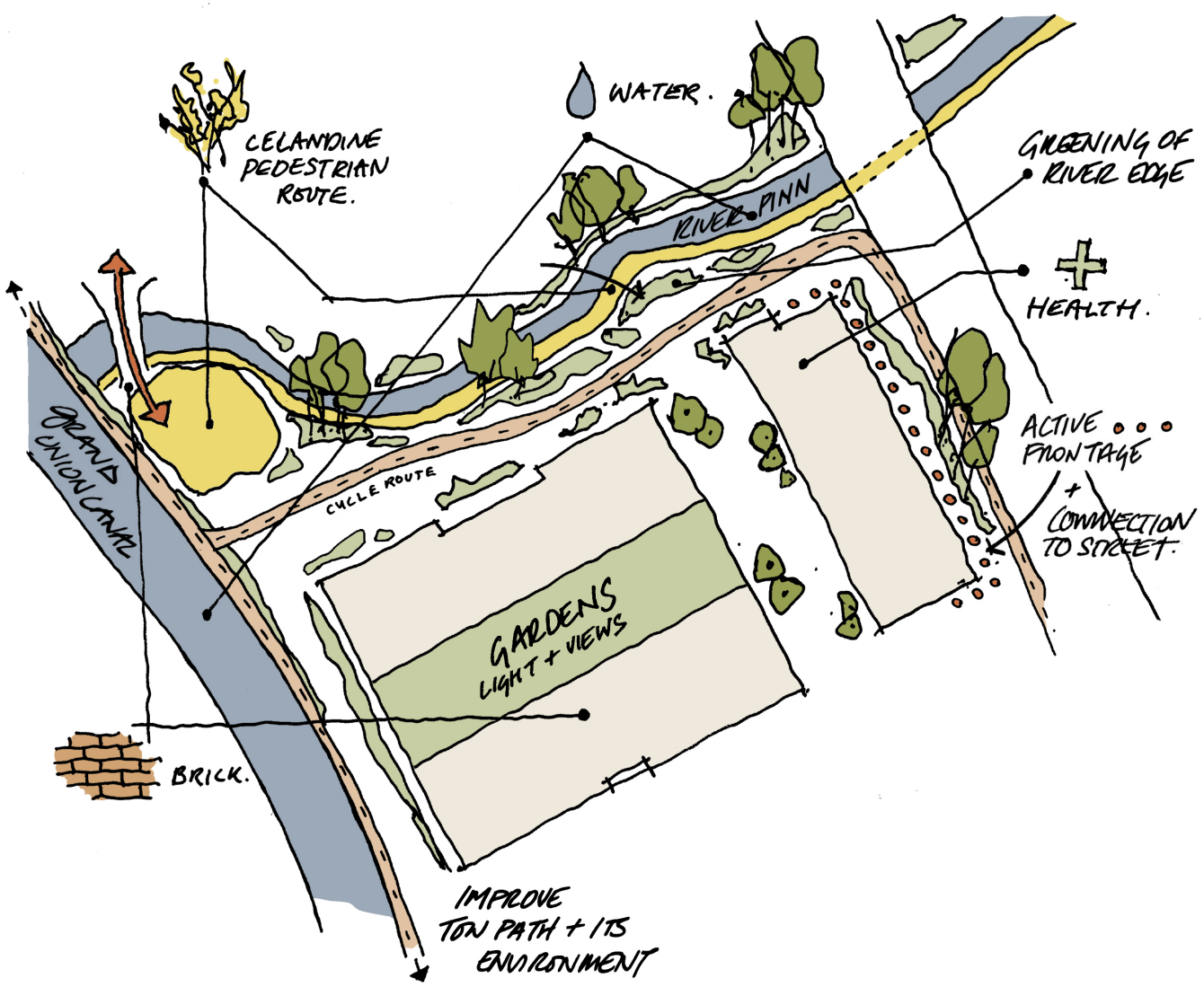
3.5.1 Design principles

The aim is to deliver the revitalisation of a London Borough site, to provide homes, a Health facility and significant public realm improvements while optimising the important existing features of the site, for the benefit of future residents, local residents and the wider community.

The strategy aims to create a better setting for the local listed buildings, drawing on the site history and natural features of the local area to create a strong sense of place, referencing details and material palettes visible in the local and wider context.

The design approach follows the key principles below, which have been developed in discussion with Hillingdon Council, the Greater London Authority, local residents, the public and other key stakeholders:

- Devise a **quality residential development** that is contextual, timeless and longevous in its design
- Harness and enhance the **natural features** surrounding the site, particularly by providing an enriched riverside setting along the northern boundary
- **Rejuvenate the public space** to create a more coherent and legible public realm with an improved street scene
- **Improve the legibility and usability of links** for pedestrians and cyclists between the High Street and canal, particularly along the Celandine route
- Develop a **contextual detail and material palette** which responds sympathetically to the local context
- Create a **unique sense of place** which builds on local influences and emerging developments
- Create a **better setting for the local listed buildings** with sympathetic and responsive design
- **Activate frontages** at ground level to enhance vibrancy of the street scene, particularly along the High Street with the new active Health facility
- Develop a **contextual massing** that responds to local buildings, current and forthcoming schemes, with smaller blocks that have separate entrances
- **Articulate the building forms** to ensure richness, variety and dynamism in the footprint and façade design
- Ensure **generous offset distances** between proposed and existing adjacent buildings and roads, to reduce overlooking and minimise the impact of noise and air pollution from the main road
- **Optimise positive views** from apartments, particularly towards the Grand Union Canal and River Pinn by increasing height towards these areas



Design principles & concept sketch

3.6 Consultation process

3rd May 2019
Pre-app 1
Pre-application meeting with London Borough of Hillingdon

10th June 2019
Pre-app 2
Pre-application meeting with London Borough of Hillingdon

24th June 2019
Pre-app 3
Pre-application meeting with London Borough of Hillingdon

3rd December 2019
Public Exhibition

7th January 2020
GLA Pre-app 1
Pre-application meeting with the Greater London Authority

23rd January 2020
Pre-app 4
Pre-application meeting with London Borough of Hillingdon

6th February 2020
Pre-app 5
Pre-application meeting with London Borough of Hillingdon

February 2020
Planning Submission to London Borough of Hillingdon

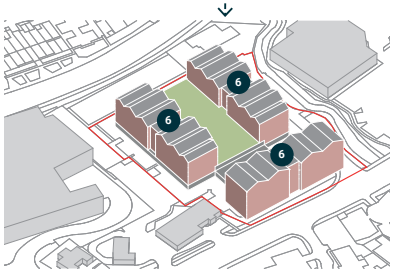
STAGE 0 | STAGE 1 | STAGE 2 | STAGE 3

May | June | July | August | September | October | November | December | January | February | March | July

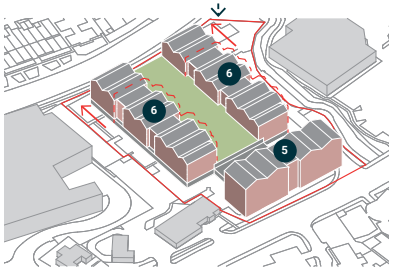
2019 2020

May/June 2020
Comments received from LBoH after consultation period

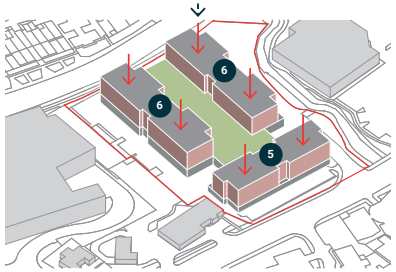
July 2020
Amended drawings submitted as part of the addendum pack



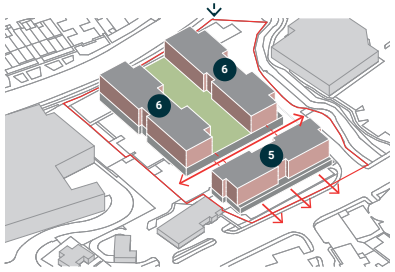
Initial massing with pitched roofs fitting inside smaller site boundary



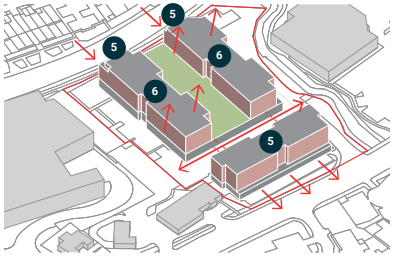
Lowered massing spread across extended site boundary with pitched roofs retained



Pitched roofs removed and garden terrace connected to street facing block



Separation into two blocks with upper residential floors of Building A set back from the High Street so the Health facility protrudes forwards slightly for greater street presence



A set back to the top floors introduced to the canal elevations on Blocks B and C in response to the queries raised during the consultation period. Parapet heights varied in efforts to offer differentiation between blocks and a variation to the roof scape

3.6.1 Pre-application 1 - 3rd May 2019

Summary of proposals

Total Units: 248 units
161 market units (64.9%)
87 affordable units (35.1%)

Health facility:
814 sqm / *8, 762 sqft* - set over 2 floors

Parking:
180 Parking Spaces in total
173 (0.7 ratio to units)
7 parking spaces for the Health facility
1 ambulance drop-off point to serve Health facility

Design development

- Ground + 5 storeys across site
- Activate street frontages whilst providing an enhanced riverside setting along the northern boundary
- Maximise views of the Grand Union Canal from shared podium garden
- Generous off-set distances between buildings
- Build into additional site if additional land acquired
- Access to the MOT test and vehicle repair centre maintained



Sketch plan of proposals - Pre-application 1



Visualisation of proposals from the High Road - Pre-application 1

Feedback

- Reduce heights on the high street frontage
- Increase car-parking provision on site
- Retain the infrastructure provision of a new doctor's surgery circa 900sqm at ground floor
- Include the canal-side MOT testing centre site, to show how an overall comprehensive development can be enabled
- Show how the tow-path connects with the wider area and how the 'Grand Union Quietway' proposals and 'blue ribbon network' have been incorporated
- Provide amenity space calculations for the development
- Increase car parking provision

Response

- Reduce building heights along the High Street (now G+4)
- 'Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (2012) states that new residential buildings should provide or maintain external amenity space which is sufficient to protect the amenity of existing and future occupants which is usable in terms of its shape and sighting. Developments should incorporate usable, attractively laid out and conveniently located garden space in relation to the flats they serve. It should be of an appropriate size, having regard to the size of the flats and character of the area. The development proposal would provide communal garden areas at podium level located centrally within the development. It would be usable, good quality and conveniently located.'In addition, the majority of the proposed units would have access to private outdoor amenity areas, in accordance with the Mayor's Housing SPG.
- Revised scheme to provide 90% car-parking provision.

3.6.2 Pre-application 2 -10th June 2019

Summary of proposals

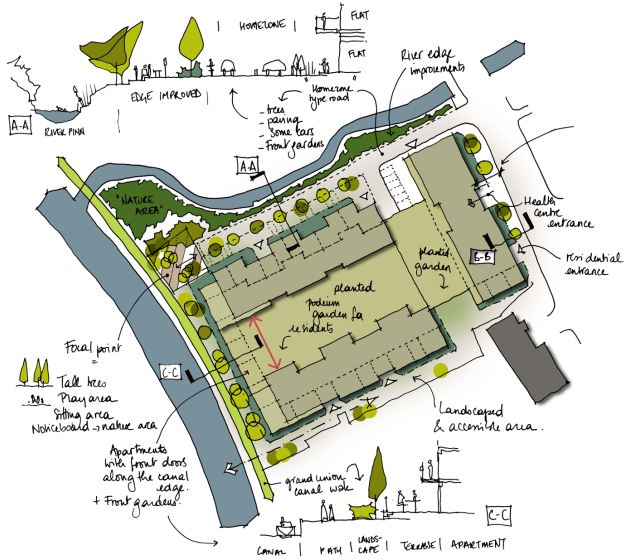
Total Units: 236 units
Affordable Units - 35%

Health facility:
920 sqm / *9, 903 sqft* - set over 1 floor

Parking:
231 Parking Spaces in total
(0.98 ratio to units)
20 parking spaces for the Health facility
1 ambulance drop-off point to serve Health facility

Design development

- Ground + 4 storeys along High Street
- Ground + 5 storeys at the rear of the site
- Improve edge of canal
- Make improvements to river edge
- Activate street frontages and increase size of new Health facility / community facility along High Street
- Maximise views of the Grand Union Canal from shared podium garden
- Where possible create new canal fronting apartments
- Generous off-set distances between buildings
- Build up to canal side (leave 10m buffer) Gable ends to be presented to canal
- Create new nature area, including play-space and seating area along canal edge



Sketch plan of proposals - Pre-application 2



Visualisation of proposals from the High Road - Pre-application 2

Feedback

- Building along High Street still feels too high
- A decent set back along High Street required to accommodate new cycle path. Move building line back from street edge
- LB Hillingdon noted there was an option of exploring greater height along the canal
- LB Hillingdon very keen on Health facility and willing to make some compromise to deliver this
- LB Hillingdon noted they appreciated the gable ends fronting the canal as this mitigates against a 'wall' of development along the canal edge

Response

- Remove pitched roofs to minimise building heights along the High Street
- Building line along High Street pushed back to provide generous public realm area in front of Health facility.
- Client to review project viability to include Health facility and Cycle route proposals. LB Hillingdon noted that the Hillingdon CCG (Clinical Commissioning Group) should be included in discussions about the Health facility.

3.6.3 Pre-application 3 -24th June 2019

Summary of proposals

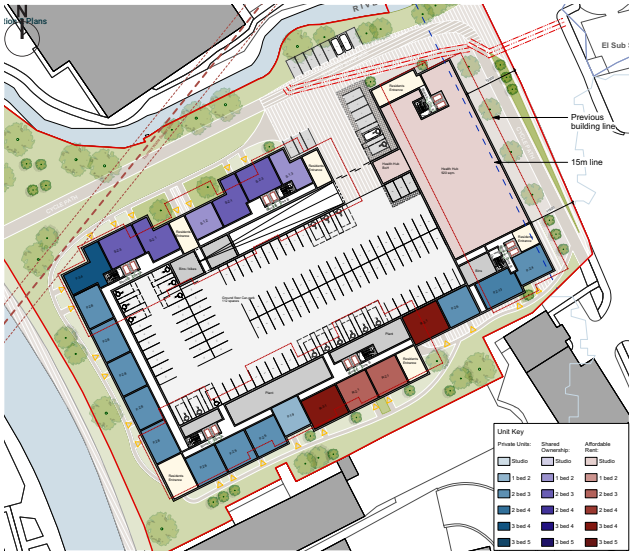
Total Units: 241 units
Affordable Units - 35.1%

Health facility:
920 sqm / *9,903 sqft* - set over 1 floor

Parking:
208 Parking Spaces in total
188 (0.78 ratio to units)
20 parking spaces for the Health facility
1 ambulance drop-off point to serve Health facility

Design development

- Ground + 4 storeys along High Street
- Ground + 5 storeys at the rear of the site
- Improve edge of canal
- Make improvements to river edge
- Activate street frontages and provide new Health facility / community facility along High Street
- Maximise views of the Grand Union Canal from shared podium garden
- Where possible create new canal fronting apartments
- Generous off-set distances between buildings
- Build up to canal side (leave 10m buffer) gable ends to be presented to canal
- Create new nature area, including play-space and seating area along canal edge
- Create new cycle route along High Street



Ground floor plan of proposals - Pre-application 3



Visualisation of proposals from the High Road - Pre-application 3

Feedback

- The application should demonstrate how emerging Policy DME 2 (Employment Uses Outside of Designated Sites) has been taken into account
- Hillingdon CCG to be included in further discussions about the Health facility in order to ensure the scheme is built for purpose and can be successfully occupied upon completion
- A sequential test needs to be carried out to demonstrate that there is clear justification for developing this area ahead of sites at a lower risk of flooding
- On-site drainage needs to achieve as greenfield run off rates through sustainable options
- The proposal will be required to achieve 35% affordable housing subject to viability if providing less
- It is considered essential that the site delivers a greater proportion of family homes as part of the proposals (3+ bedrooms).
- There should be a 15m set-back along Yiewsley High Street for residential units.

Response

- Rain gardens provide a soft landscaped buffer to cyclists and pedestrians
- New Health facility provides active frontage along High Street
- New street trees proposed
- New two-way cycle route
- The proposed buildings would benefit from being 'broken up' so they appear less 'blocky'
- The use of brick is encouraged as is the use of high quality materials
- It is noted and supported that the entrance from the Canal is looked at as a key focal point from the canal and start of the Celandine walk
- Car-parking should be kept away from the River edge
- The proposed cycle lane is welcomed as are the improved links from the west of the site to the Grand Union Canal

3.6.4 Public exhibition -3rd December 2019

Summary of proposals

Total Units: 235 units
Affordable Units - 35.2%

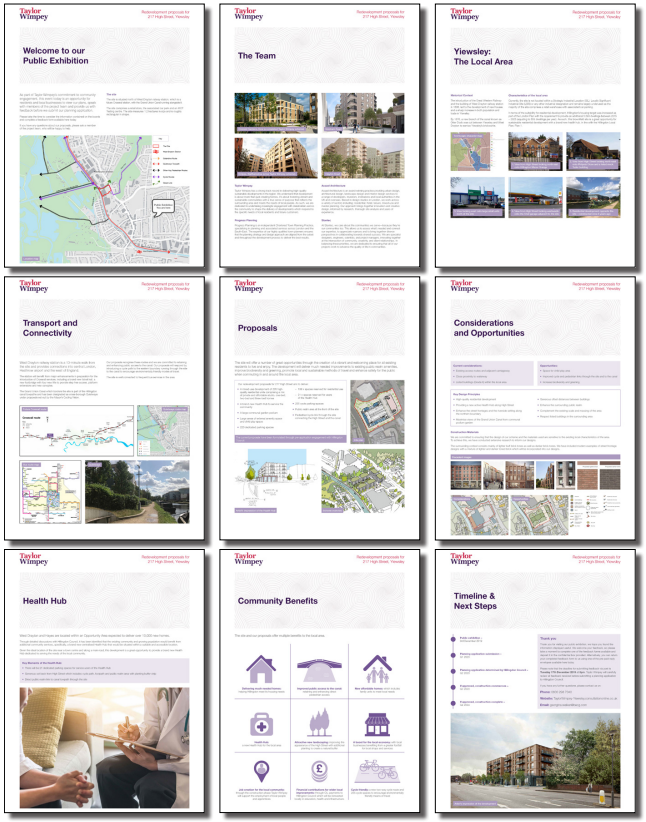
Health facility:
936 sqm / *10,080 sqft* - set over 1 floor

Parking:
220 Parking Spaces in total
199 (0.85 ratio to units)
21 parking spaces for the Health facility
1 ambulance drop-off point to serve Health facility

Design development

Since the initial consultation process, the site adjacent to the Grand Union Canal has been acquired and the scheme massing has developed in accordance. Further variation to the massing has been developed.

Other significant design changes include; 15m minimum residential set back, projecting Health facility element offering improved legibility on ground floor and private terraces above.



Exhibition boards presented - Public exhibition



Visualisation of proposals from the High Road - Public exhibition

Feedback

- Unanimous support of Health facility
- Maximise provision of car parking spaces
- Positive comments regarding opportunity to incorporate car club spaces
- Unanimous support of improving access to the canal
- Concerns that affordable housing provision will not be truly affordable, particularly to the younger generation
- Comments on the density of flats in scheme, proposing that the site would benefit from additional retail or leisure facilities
- Support of use of materials and high quality design

Response

- Internal layout of Health facility developed
- Car parking spaces increased to practical amount to satisfy both GLA and LBoH
- Car club spaces incorporated in car parking strategy and visitor spaces
- Celandine route connecting Yiewsley High Street to the Grand Union canal developed further and alongside landscaping strategy, to create a visible and inviting route through site
- Affordable provision increased
- Studies developed to vary block heights to individual blocks to improve legibility and way-finding across the scheme.
- Design developed to promote Health facility projection

3.6.5 GLA - 7th January 2020

Summary of proposals

Total Units: 235 units
Affordable Units - 35.2%

Health facility:
936 sqm / *10,080 sqft* - set over 1 floor

Parking:
220 Parking Spaces in total
199 (0.85 ratio to units)
21 parking spaces for the Health facility
1 ambulance drop-off point to serve Health facility

Design development

- Unit mix amended to include more 3 bedroom apartments
- Stepping middle roofs to improve variation across blocks
- Articulation and balconies



Illustrative sketch perspective of Health facility proposal - GLA



Illustrative sectional sketches of proposals - GLA



Illustrative aerial sketch of proposals - GLA

Feedback

- Recognised huge potential of site and commented that the proposed scheme layout was logical.
- Concerns regarding the site location in flood zone, urging for sequential test to be carried out and appropriate measures taken relative to results.
- Discussion about loss of employment from MOT Testing and Repair centre relative to its use class (i.e. sui generis or light industrial), and whether affordable provision will need to increase to offset loss of employment.
- Content with affordable provision at 35%, subject to confirmation of MOT Testing and Repair centre use class. Split of 70% affordable rent / 30% shared ownership agreed in accordance with LBoH policy, but possible opportunity to reduce proportion of affordable rent subject to LBoH agreement.
- Questions regarding the quantum of 3 bedroom / family units, commenting that a target minimum of 10% should be achieved and distributed to affordable tenures where possible.
- Suggested that there is further variation in heights of blocks, particularly to Buildings B and C.
- Suggested a dedicated podium entrance for Building A.
- Encouraged quantum of dual aspect units to be increased.
- Develop street sections and threshold relationships, particularly to Grand Union Canal, River Pinn and the Yiewsley High Street.
- Suggested that current pedestrian / access / parking zone between Building A and the podium of Buildings B and C is softened, incorporating trees and other forms of greening whilst breaking up entire banks of perpendicular parking bays.

Response

- Sequential test carried out and suitable flood strategy developed to control flooding on site - minimum 29.65AOD agreed.
- MOT Testing and Repair centre defined as light industrial (B2) by LBoH, and subsequently the affordable provision was increased by 7 shared ownership units to offset the loss of employment (increasing affordable total from 35% to 38%).
- 3 bedroom / family units make up 11.5% of overall scheme and are allocated to affordable tenures where possible.
- All blocks have adopted more variety in heights, with the central set back elements lowered, to vary the roof scape and reinforce mansion block appearance.
- Building A access to podium to be controlled with fob access.
- Potential dual aspect units optimised, with additional windows added to maximise views, particularly towards Grand Union Canal.
- Area between Building A and the podium of Buildings B and C has been softened, incorporating trees and other forms of greening to break up parking and create a route that is more inviting for pedestrians.

3.6.6 Pre-application 4 - 23rd January 2020

Summary of proposals

Total Units: 235 units
Affordable Units - 35.2%

Health facility:
936 sqm / *10,080 sqft* - set over 1 floor

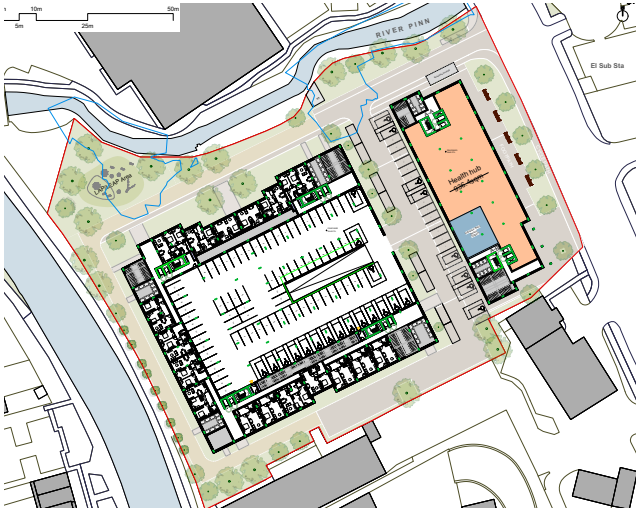
Parking:
220 Parking Spaces in total
199 (0.85 ratio to units)
21 parking spaces for the Health facility
1 ambulance drop-off point to serve Health facility

Feedback

- Strategic meeting to discuss delivery of Health facility and timescales for opening and operations
- Quantum of Affordable Housing taking account of existing land uses - MOT Testing Centre confirmed as B2 use
- Flooding - ensure sequential test scope is borough wide as opposed to Yiewsley and West Drayton only

Response

- Apollo to issue statement of support for Health facility
- Unit mix amended to include a further 7no. affordable units (35%-38% hab rooms)
- Sequential test undertaken - borough wide



Ground floor plan of proposals - Pre-application 4

3.6.7 Pre-application 5 - 6th February 2020

Summary of proposals

Total Units: 235 units
Affordable Units - 35.2%

Health facility:
929 sqm / *10,000 sqft* - set over 1 floor

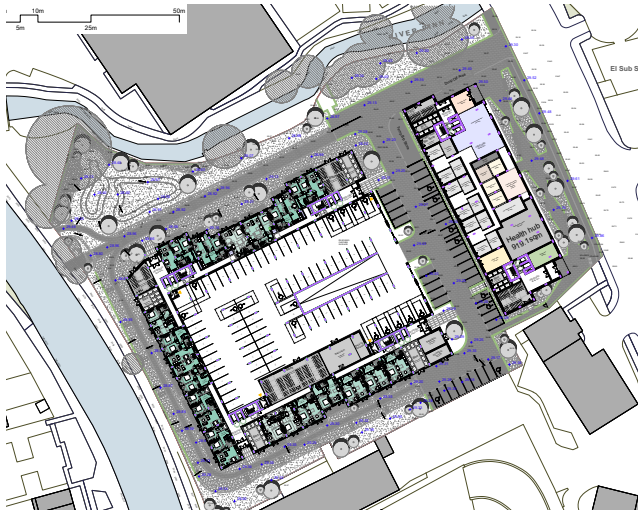
Parking:
220 Parking Spaces in total
199 (0.85 ratio to units)
21 parking spaces for the Health facility
1 ambulance drop-off point to serve Health facility

Feedback

- Awaiting results from borough wide sequential test
- Landscape design well received - improved Celandine route a huge public benefit as current layout is through existing retail park / car park
- Transport and other technical matters agreed in principle
- Awaiting elevation design
- Energy strategy to be agreed with GLA

Response

- Sequential test issued to LBoH
- Landscape developed alongside proposed site levels
- Ground floor 'pontoons' added to landscape strategy and shown on proposed elevations
- No BREEAM assessment required for Health Facility



Ground floor plan of proposals - Pre-application 5

3.6.8 Planning submission - 28th February

Summary of proposals

Total Units: 235 units
Affordable Units - 34.0%

Health facility:
932 sqm / *10,034 sqft* - set over 1 floor

Unit Mix:

Studios 12 (5.1%)
1 Bed apartments 62 (26.4%)
2 Bed apartments 134 (57.0%)
3 Bed apartments 27 (3.8%)

Total 235 units

Hab room split %:
Private: 62.2% Affordable 37.8%

Parking:
185no. residential
21no. health facility
11no. motorcycle spaces
470no. bicycle parking



CGI looking onto the scheme from the Grand Union Canal - Planning Submission

3.7 Planning submission amendments

Feedback

- Block A height.

"A fifth storey could be looked at but it should appear so that the bulk and mass of the building appears more broken and there is a gradual rise in height to Blocks B and C to the rear...."

- Blocks B & C massing.

"There are still concerns with the proposed height of six-storeys along the canal which would be significantly higher than the existing residential units along the canal. This taken with the 'blocky' form of development that has little variation in height / articulation would result in the development having a dominating impact on this part of the townscape..."

- Orientation of Blocks B&C. Lack of shadow and daylighting analysis
- Canal Elevations.

"There are concerns with the proposed height of six-storeys along the canal which would be significantly higher than the existing residential units along the canal. This taken with the 'blocky' form of development would have a dominating impact on the neighbouring properties. It is suggested that the development be reduced by a storey at this end of the development so that the height increase appears more gradual along the canal....."

.

- Risk the development would prejudice the neighbouring CCE site
- Explore varying heights of blocks, particularly to Buildings B and C.

Response

- The parapet height to Block A has been reduced in attempts to reduce the overall height on the High Street. Block A has also seen an introduction of the darker brick to the top floor. This has been recessed to give the appearance of a projecting string course. Drawing no. HSY-ASA-ZZ-ZZ-DR-A-390 was also supplied to the council.
- The balconies have remained on the front elevation to ensure compliance to London Plan amenity space provisions.
- A daylight / sunlight report has been prepared by SRE. This will cover internal daylight, impact on other properties and overshadowing in external amenity spaces. Having the blocks perpendicular to the canal presents the short ends of the blocks towards the canal which minimises the visual impact of the buildings, it all maximises views towards the canal from the highest number of apartments.
- Blocks B and C have seen a reduction in height in the form of a set back to the 5th floor on the canal elevation. The set back is approximately 2m and provides a large terrace to 2no private3 bedroom apartments on 5th floor.
- The proposed buildings are set away from the boundary, but it is worth noting that as the Tesco development sits right up against the boundary of the CCE site coupled with the unusual geometry of the CCE site - will constrain the development regardless of the proposal. Within this D&A is an option to demonstrate how the CCE site could be developed in the future on page 43.
- The parapet heights to the individual mansion blocks have been modified to improve the height variation.
- The parking ratio has improved with the increase of car club spaces and allocated spaces. The unit count is down to 233, 2no less than planning, bringing the overal ratio up to 0.91 with the additional car club spaces.
- The darker brick has been introduced to block B core A and block C core B to help with the overal composition of the blocks and to help break up the mass

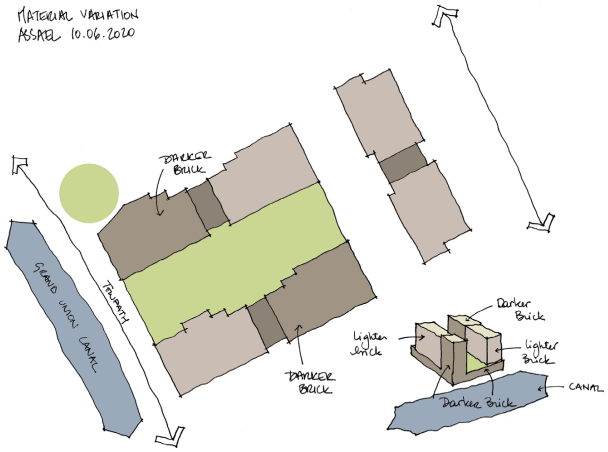
3.7.1 Block A design



February 2020 planning scheme



July 2020 amended scheme



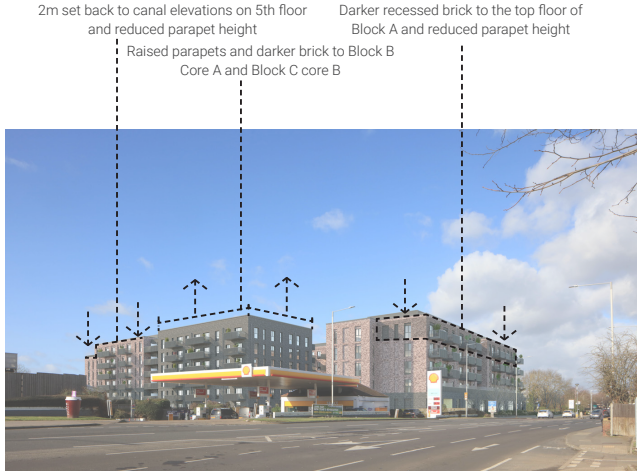
3.7.2 Overall scheme composition



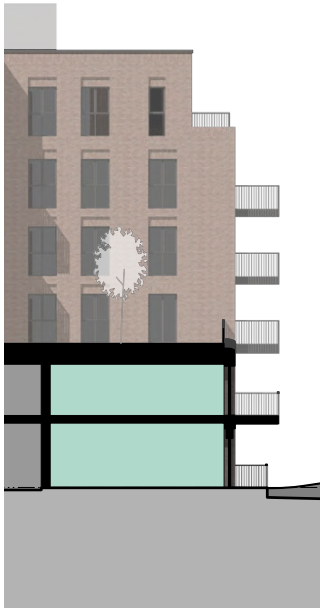
February 2020 planning scheme



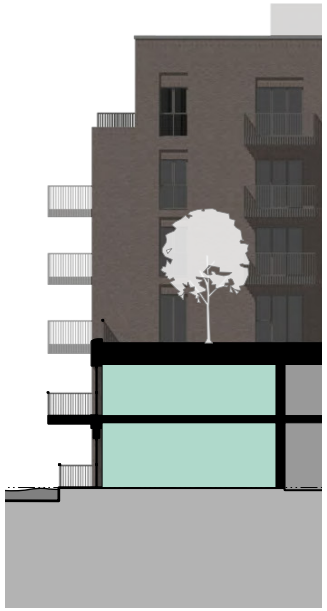
July 2020 amended scheme



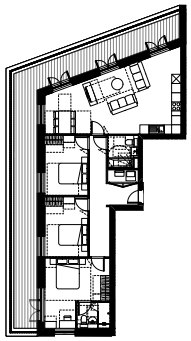
3.7.3 Canal set-back



Canal set back section - Block C



Canal set back section - Block B



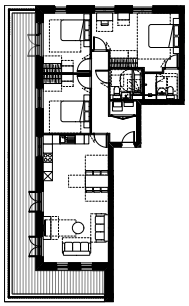
5th floor set back plan - Block B



February 2020 planning scheme



February 2020 planning scheme



5th floor set back plan - Block C



July 2020 amended scheme

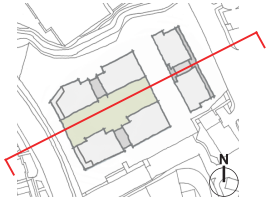


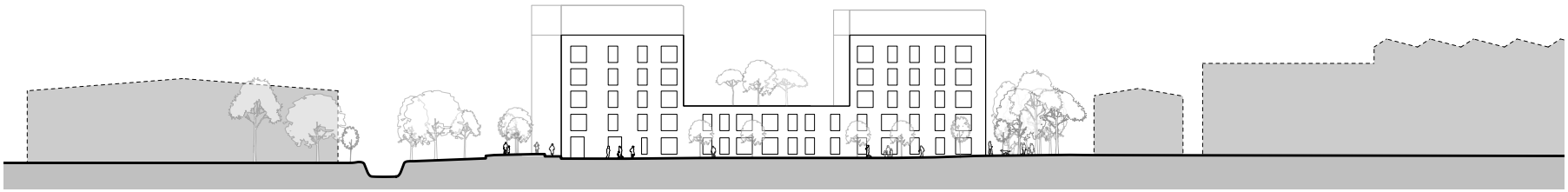
July 2020 amended scheme



Long section

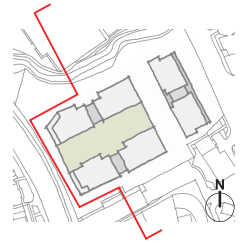
Site





Cross section/elevation

Site



Introduction
Context
Design process
4.0 Design response
Landscape
Access
Appendices

4.1 Scheme proposals

4.1.1 Use and amount

The scheme comprises a residential-led mixed-use development with an appropriate residential density for the location.

The site is comprised of two uses: Residential (C3) and Health facility (D1).

4.1.2 Density

Site area: 1.2435 ha
Density: 187 units / ha

4.1.3 Quantum - Units

Total units and mix of apartments and houses:

Studios	**12** (5.2%)
1 bed apartments	**62** (26.6%)
2 bed apartments	**130** (55.8%)
3 bed apartments	**29** (12.4%)
Total	**233 units**

4.1.4 Quantum - Shared Ownership / Affordable Rent / Private

Total tenure split mix of apartments and houses:

Shared Ownership

Studios	**0** (0%)
1 Beds	**16** (55.2%)
2 beds	**11** (37.9%)
3 Bed apartments	**2** (6.9%)
Total	**29 (12.4%)**

Affordable Rent

Studios	**0** (0%)
1 Beds	**6** 12.0%)
2 beds	**19** (38.0%)
3 Bed apartments	**25** 50.0%)
Total	**50 (21.5%)**

Private

Studios	**12** (7.8%)
1 Beds	**40** (26.0%)
2 beds	**100** (64.9%)
3 Bed apartments	**2** (1.3%)
Total	**154 (66.1%)**

Private: **62.3% hab rooms** Affordable: **37.7% hab rooms**

4.1.5 Areas

Health facility GIA - **932.2** sqm (**10,034** sqft)
Private communal podium area - **1,712.6** sqm (**18,434** sqft)
External Amenity / Child Play-space - **790** sqm (**8,503** sqft)
Car parking total **205no. -** Residential (181no. allocated spaces of which 24no. are disabled bays 0.1, and 4no. Car Club - 1 car club space equates to 8 normal allocated spaces) **185no. (0.91 with car club eqivelent included)**
Health facility **20no.**
Cycle parking spaces **457no. total - of which 23no. are larger bays**
Motorcycle parking spaces **11no. total**

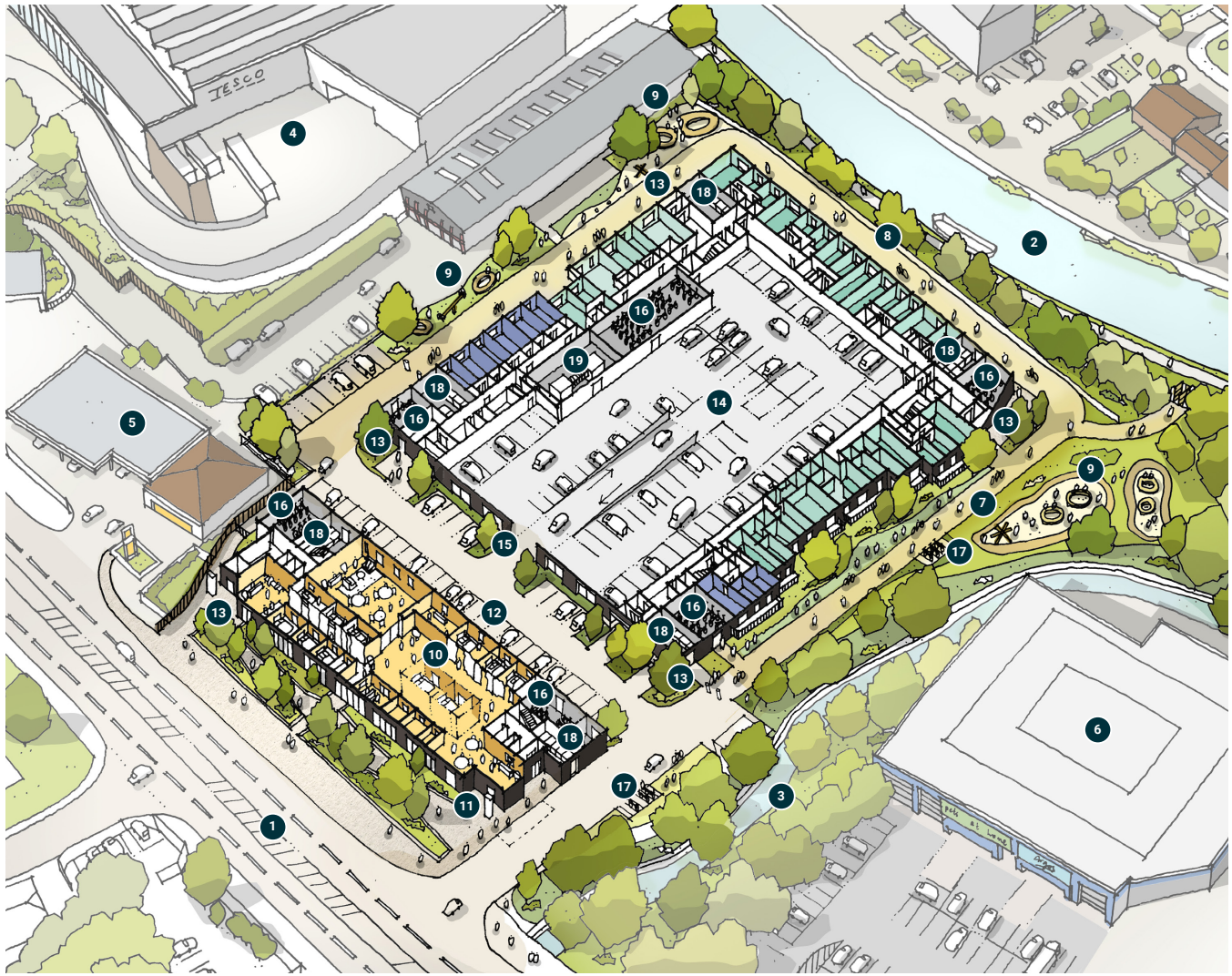


Illustrative sketch of proposed scheme overview

4.2 Layout

The illustrative isometric sketch below provides an overview of the ground floor of the scheme, highlighting the different uses and activities both internally and externally.

1. A408 High Street, Yiewsley
2. Grand Union Canal
3. River Pinn
4. Tesco
5. Shell petrol station
6. Argos & Pets at Home
7. Celandine route - pedestrian and cyclist route
8. Grand Union Canal towpath
9. Play areas
10. Health facility
11. Health facility entrance
12. Health facility car parking
13. Residential entrances
14. Residential podium car park
15. Residential car park entrance
16. Residential cycle storage
17. External cycle storage
18. Refuse storage
19. Plant rooms



Illustrative isometric view indicating ground floor uses

4.3 Uses

4.3.1 Residential

Aspect

A key principle is to maximise dual aspect throughout the scheme. In addition to this, views are optimised by orienting blocks to maximise views towards the Grand Union Canal to the west, River Pinn to the north, green spaces to the east and podium gardens central to the scheme. These views are again improved by stepping the building forms to create set back linking elements that maximise frontage.



Sketch plan indicating the aspect of units on a typical floor

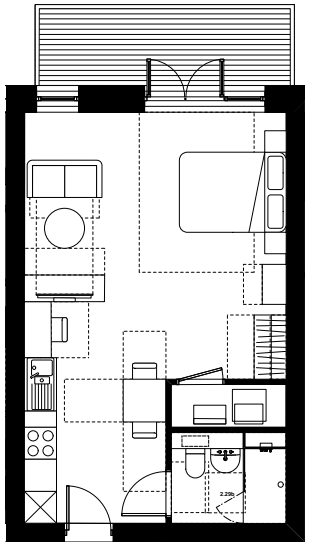
Key:

- Single aspect
- Dual aspect
- Triple aspect
- Core access

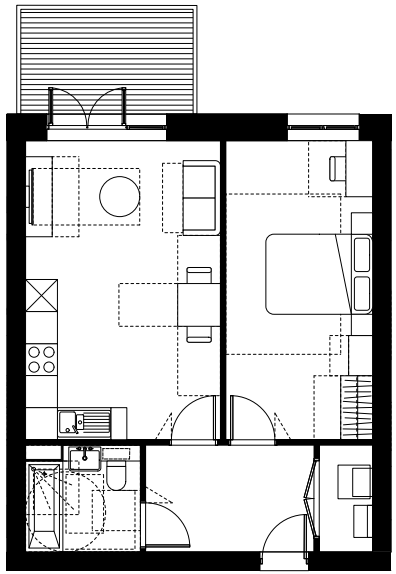
Apartment types 1:100 @ A3

All the apartment layouts comply with the Nationally Described Space Standards. Where possible, they have been designed to maximise aspect and frontage.

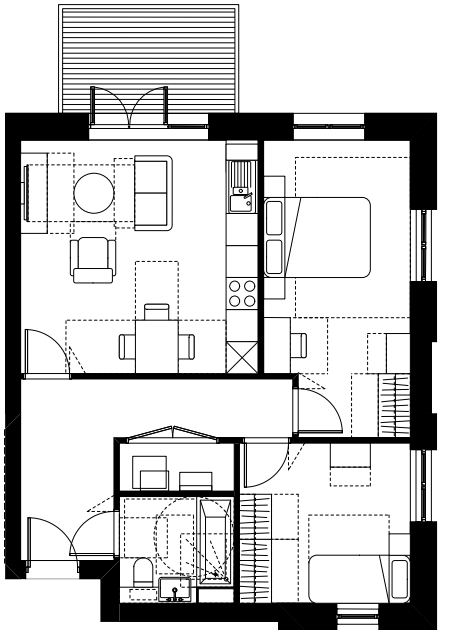
Typical studio apartment



Typical 1B2P apartment



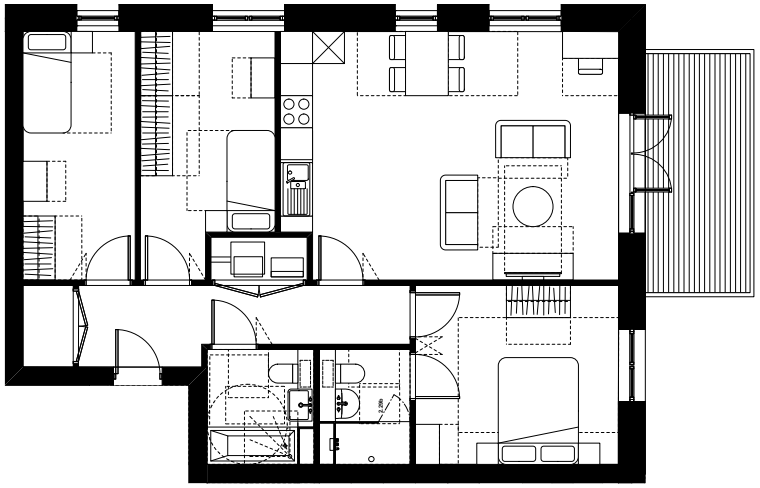
Typical 2B3P apartment

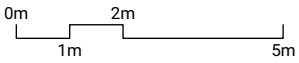


Typical 2B4P apartment



Typical 3B4P apartment





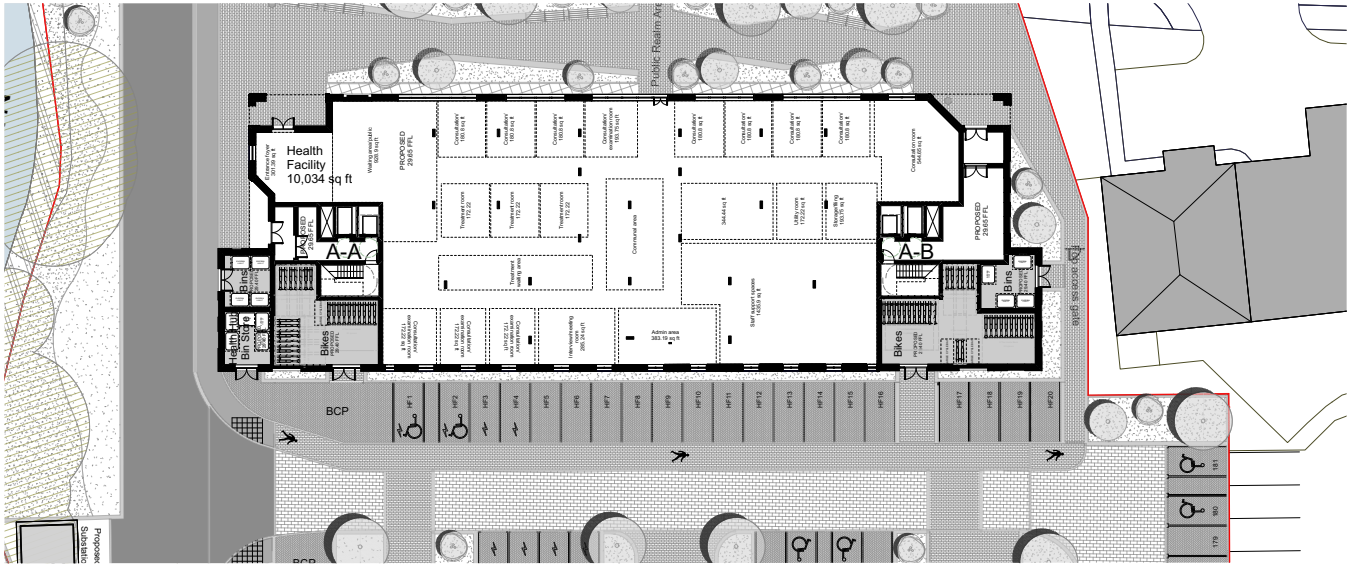
4.3.2 Health facility

The Health Facility element of the scheme has been designed in collaboration with the NHS Hillingdon Clinical Commissioning Group (CCG) to meet their specific access, layout and size requirements. This included the need for 20 car parking spaces to be provided for the premises. A preference for the layout of the premises to optimise access to natural light and to be laid out over one storey has also been followed. In terms of size, the proposal is considered to be optimal to deliver the medium to long term needs of the NHS for health provision in Yiewsley. Head of Terms for the 25 year occupation of the premises by the Hillingdon CCG on a commercially attractive rate has been agreed with the Applicant, Taylor Wimpey (See Sequential Test for more details).

The premises will be delivered to the CCG on a 'turn key' basis which means that the internal fixtures and fittings will be provided by the developer. The health facility as proposed has also been designed in accordance with the 'Department for Health Building Notes' which advises on good design for such facilities. The proposal would be consistent with the NHS's 'Hillingdon Strategic Estates Plan'; 'Hillingdon Strategic Intensions', and 'Better Care, Closer to Home Strategy' which have been seeking a hub premises for Yiewsley Primary Care Network (PCN) of between 800 sqm-1,100 sqm to deliver the specific health need of this rapidly growing community in this Opportunity Area / Growth Corridor.



Example of modern day GP practice



Indicative proposed layout of health facility

4.4 Massing & form

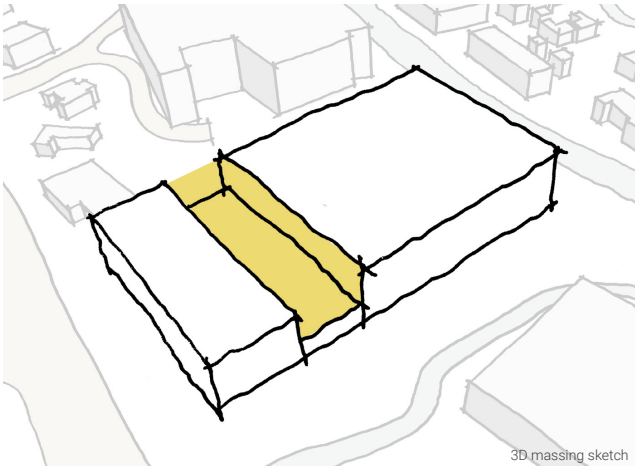
The massing has undergone a number of changes throughout the pre-application process with Hillingdon Council.

Following comments from the local authority, efforts have been made to reduce the overall height of the building fronting the High Street. This helps to vary the scale and massing of the development. The scheme started with a series of pitched roofs, symbolic of the wharf heritage of the Grand Union Canal and other recently approved developments nearby, but evolved towards flat roofs in attempt to bring the overall building height down. Another significant move has been splitting the larger single mass into two individual buildings, for reduced density of the scheme, improved spatial quality and increased frontage.

The frontage of the Health facility positioned in block A, sits proud of the residential building line above by setting back the frontage of the residential floors, offering it more visibility and street presence whilst creating terraces for the apartments above. The flat roofs and reduced storey height of block A create a less opposing frontage upon Yiewsley High Street.

Splitting the mass

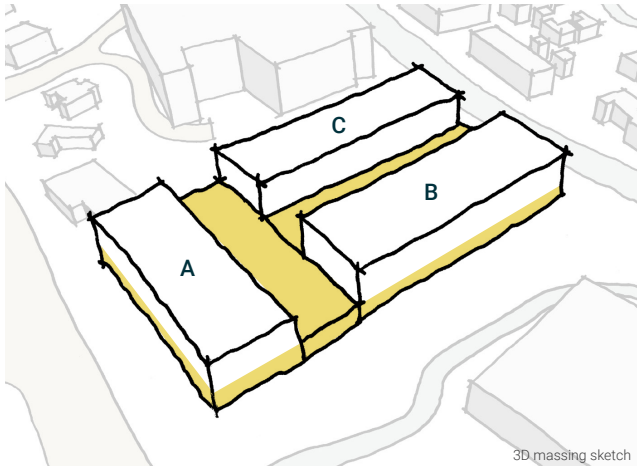
Splitting the large single mass to create two blocks, with the space running between the buildings to reduce the density, increase frontage and offer a visual and spatial break.



3D massing sketch

Base

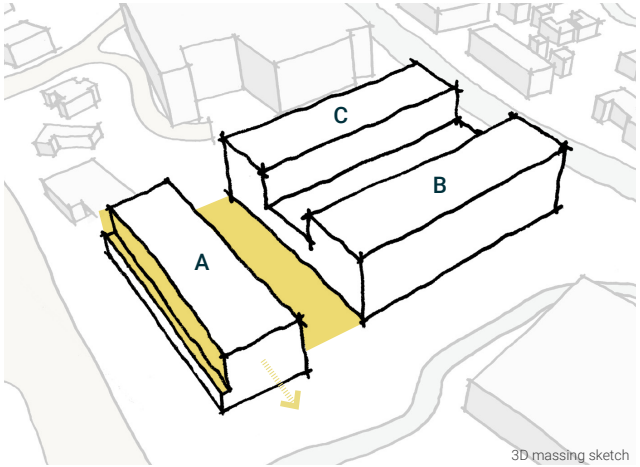
Dropping a central section of the larger block, creating a podium that grounds all blocks to create a coherent plinth around the lower levels, to give the impression of a coherent plinth connecting the separate blocks (now labelled A, B & C). Dividing the larger block into blocks B and C again optimises frontage.



3D massing sketch

Legible routes & uses

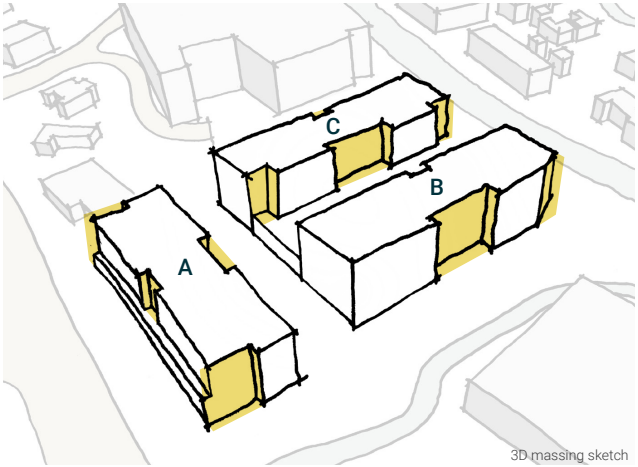
Breaking the large podium and repositioning it below blocks B and C, to create a route through the site and improve legibility throughout the scheme. Recessing upper residential floors of east facing façade of block A to respond to LBoH comments regarding noise and air quality, and additionally create a prominent frontage for the Health facility along the High Street. Block A is also shifted northwards to enhance prominence on the key corner.



3D massing sketch

Recessing & chamfering

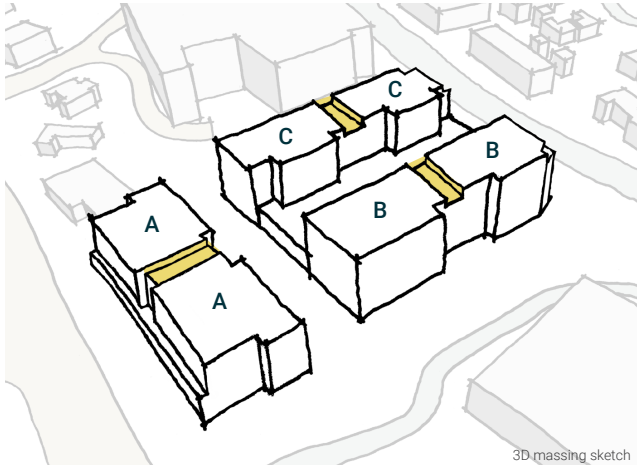
Recessing and chamfering elements of the façade, to articulate building form, reduce the perceived length of blocks and improve views from apartments, in particular by increasing the number of which are dual-aspect.



3D massing sketch

Mansion blocks

Introducing variations to the roof heights to create a mansion block appearance. Introducing a set back to the canal elevation on Blocks B&C.



3D massing sketch

4.5 Opportunity for further developments

The following concept sketch indicates a potential future masterplan for a wider redevelopment towards the Tesco store, south of the application site.

This shows how our proposal still enables surrounding sites to be redeveloped independently in the future.



Concept sketch of potential future development

4.6 Materials

A palette of robust and high quality materials are proposed for the development, incorporating existing surrounding materials, tones and features of the local area to reflect and enhance the surrounding context.

Brick is selected as the primary material for its frequent appearance in the local area, moreover, to reflect the brick manufacturing history of Yiewsley.

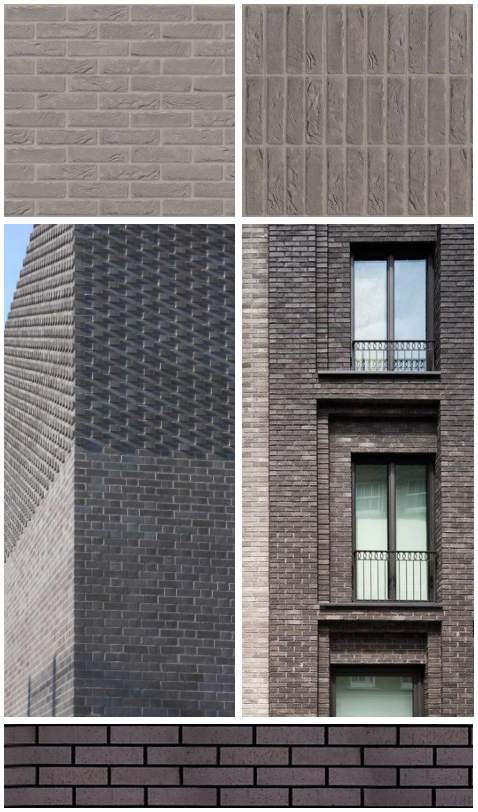
The surrounding context consists predominantly of lighter buff brick tones, with some precedents of darker brick tones. The precedents below show modern examples of street frontage designs, incorporating a variety of lighter and darker toned bricks.

Precedents demonstrate that a distinctive base to buildings provides a strong grounding element. A change in brick tone at the ground floor of building A would address the different use class at ground floor facing Yiewsley high street, where the Health facility element is incorporated. This would enhance its legibility, ensuring it is clearly recognisable from the street, but that it also provides a strong base to the residential element above.

Darker brick

The darker brick will form the grounding element of the buildings, wrapping around the ground floor of all buildings, encompassing the Health facility element and residential entrances. The darker brick will also be used on to the set back elements, central to the outward facing façades.

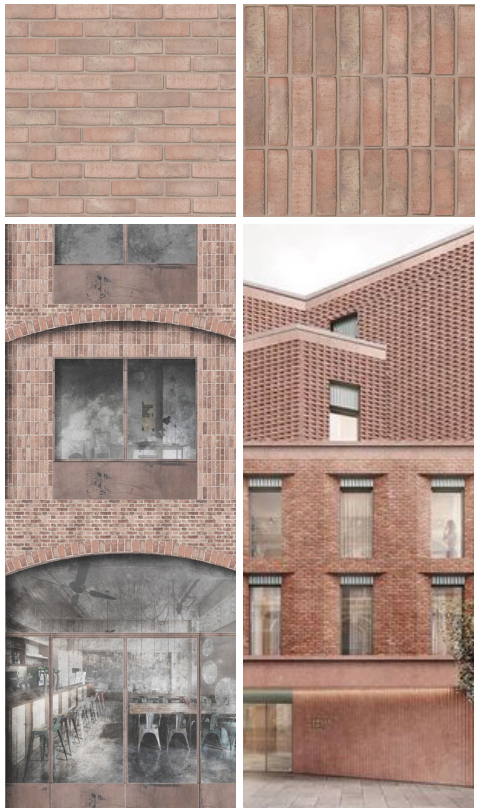
A dark engineering brick plinth will run around the perimeter of each building to form a coherent junction between the base of the buildings and the varying ground levels.



Precedents of darker bricks including engineering brick

Lighter brick

The lighter brick will apply to the upper floors of the buildings, lifted by the darker brick below. The lighter tone seeks to highlight darker recesses, and contrast with the dark metal in windows and balconies.

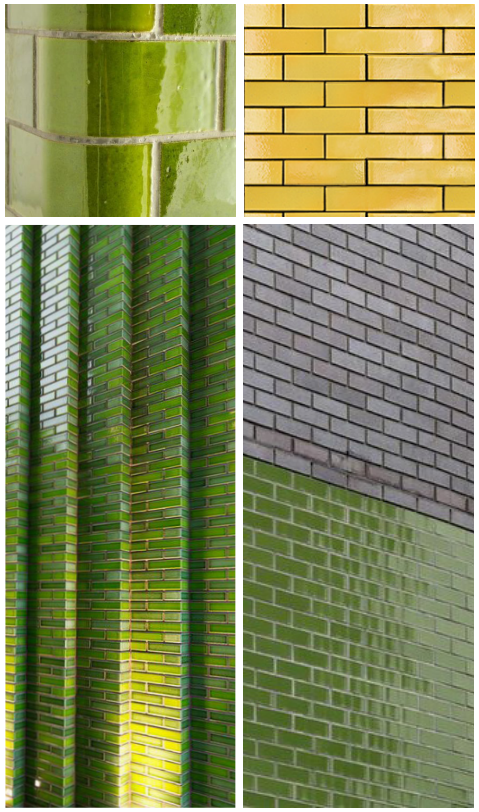


Precedents of lighter bricks

Glazed brick

Feature glazed bricks are applied selectively to highlight entrances, contrasting in colour and texture to the darker brick at ground floor.

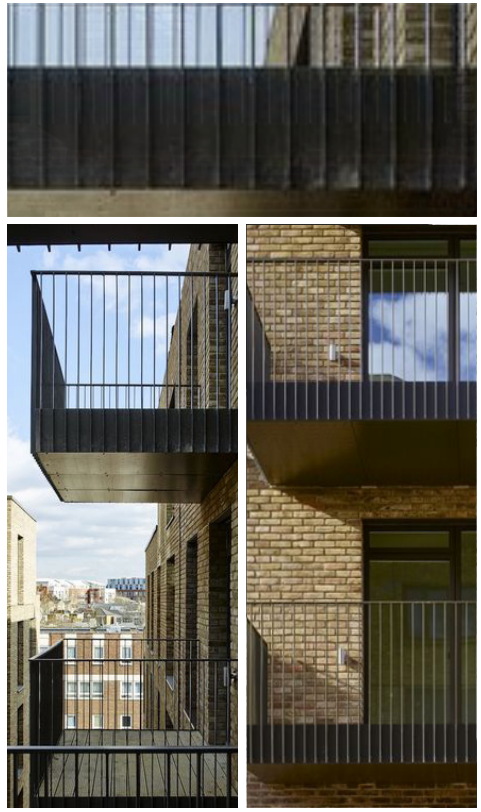
The glazed brick colours are selected to reinforce key design strategies. 'Celandine' yellow bricks applied to residential entrances reflect the colour of the Celandine flower, inspiring the name of the Celandine ramblers route. Green bricks applied to the Health facility entrance, reinforce the message of health and well-being.



Precedents of glazed bricks, both Celandine yellow and green

Metal

The dark metal, consistent across all windows and balconies, is chosen to contrast with the lighter brick of upper floors and almost seamlessly blend into the darker brick of the lower grounding floors.



Precedents of dark metal windows and balconies



Visualisation of view looking east across the Grand Union Canal, towards the north-western corner of Building B

4.7 Appearance

4.7.1 Elevation component principles

A series of elevation rules are applied to the different conditions of each façade.

Window sizes

Relate to internal apartment layouts. Single windows are used for single bedrooms, double windows are used for double bedrooms and triple windows with a door opening to a balcony are used for living spaces.

Banding type above window

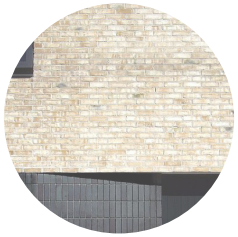
Different treatments are applied to façades depending on their public-facing condition and building level. Punched windows with no recesses are mostly applied to the courtyard fenestration, whereas a 900mm recessed soldier course will occur on the fourth floor east elevation of Building A, facing the A408 High Street Yiewsley.

Balcony types

Minimum sizes are applied to apartments which require more privacy. Corner balconies respond to horizontal steps in the building. The terraces respond to vertical recesses in Building A and its public-facing façade.



BL Invest Geel, Beneens Heynen Architecten
Precedent of flush soldier brickwork



Bateman's Row, Shoreditch, Theis + Khan Architects
Precedent of contrasting brick tones and courses



Lower Marsh hotel, Waterloo, Kyson
Precedent of recessed windows



Project unknown
Precedent of flush soldier brickwork



Grand Union
Allford Hall Monaghan Morris



Project unknown
Precedent of projecting balconies

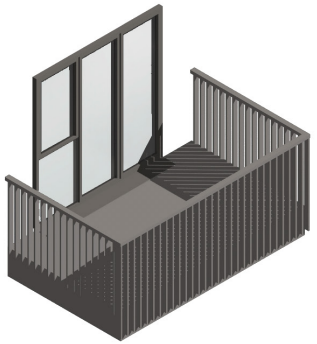
4.7.2 Bay types



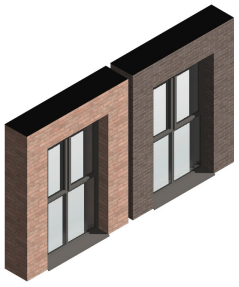
Single window



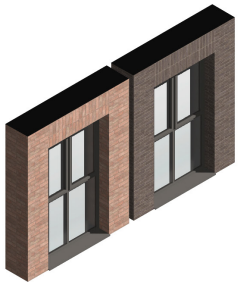
Double window



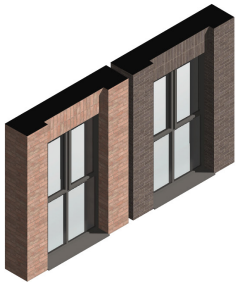
Triple windows with a door opening to a balcony



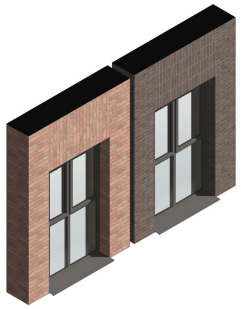
Punched window



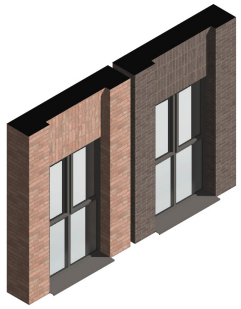
Flush 450mm soldier course



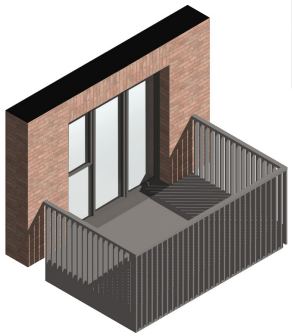
Recessed 450mm soldier course



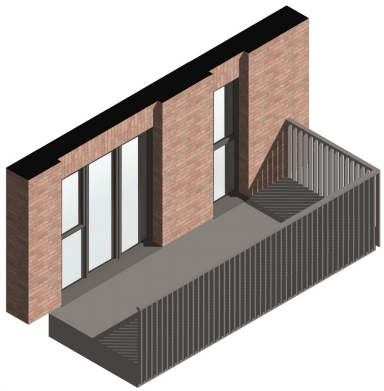
Flush 900mm soldier course



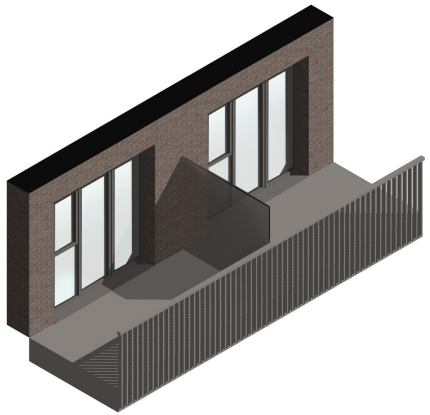
Recessed 900mm soldier course



Flush 450mm soldier course and projecting balcony



Recessed 450mm soldier course and corner balcony



Punched window and split balcony / terrace

4.7.3 Hierarchy of façades

1 Health facility - Public frontage to A406 High Street Yiewsley





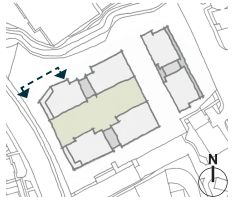
2 Podium - Private frontage to residents facing the podium landscaping





3 Chamfer - Residential entrance at Great Union Canal frontage





4.8 Architectural language and detailing

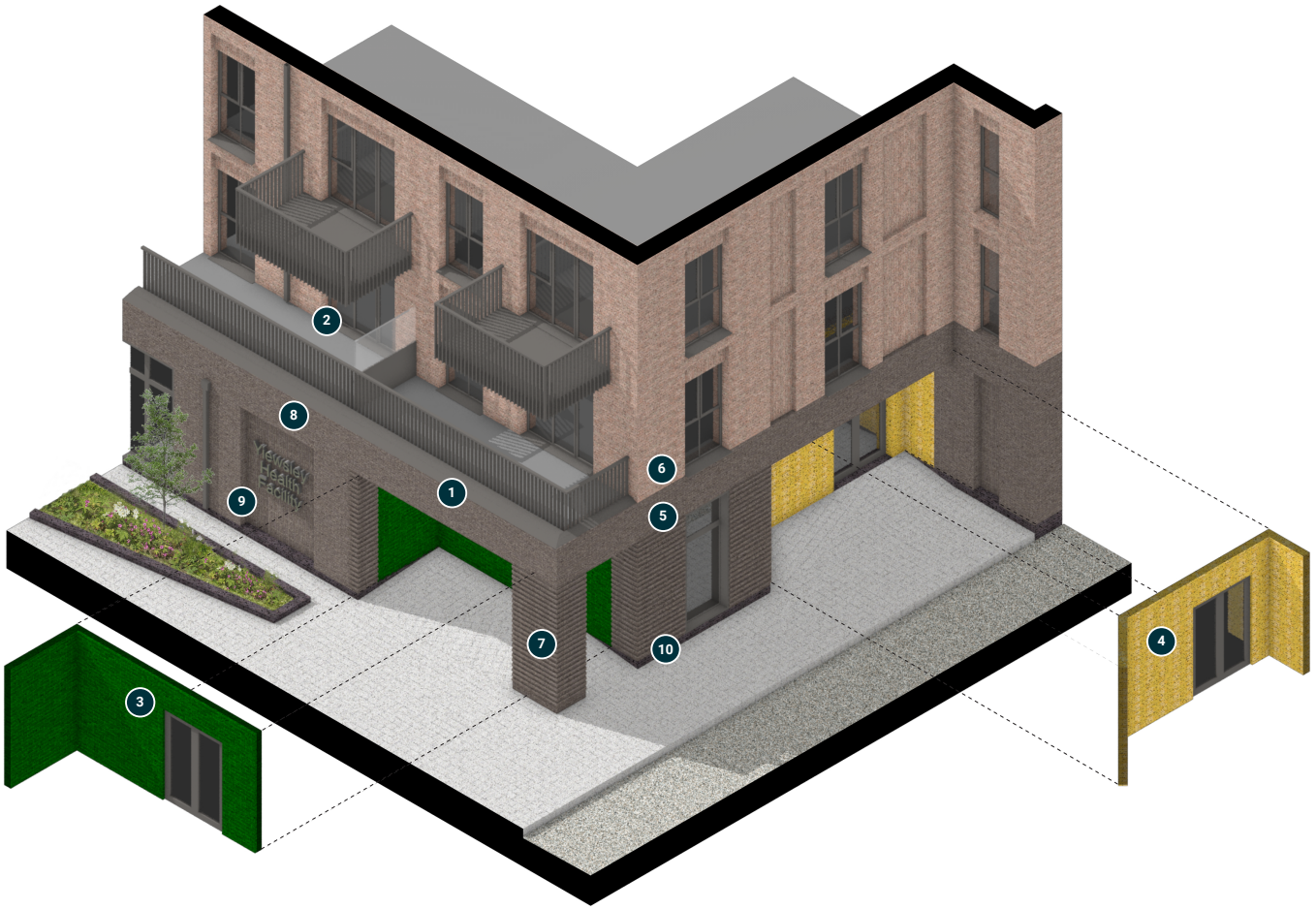
4.8.1 Health facility entrance

The Health facility entrance on the north facing corner of Building A subtly presents a distinctive architectural language, defined by enhanced textures and proportions of the darker brick element. These features include; a thick band of stretcher course brick separating ground and first floor, string course to emphasise heavy piers, recessed soldier course to bring definition and depth to the façade and a grounding base of dark engineering brick.

1. The Health facility element at ground floor sits proud of the upper residential floors which set back from Yiewsley High Street, offering the Health facility element greater street presence
2. Residential terraces at first floor run along protruding Health facility element at ground floor
3. Health facility entrance highlighted with green glazed brick
4. Residential entrance highlighted with Celandine yellow glazed brick
5. Darker brick applied to ground floor as a grounding element of building which defines the Health facility and residential entrances
6. Lighter brick applied to upper floors, creating a distinction between darker grounding element of building and residential above
7. String course to amplify wide piers, grounding the building
8. Thick band of stretcher course brick separating ground and first floor
9. Recessed soldier course to bring definition and depth to the façade
10. Engineering brick at base to create a coherent junction between the ground level and building above



Health facility entrance - Elevation bay



Health facility entrance - Isometric bay



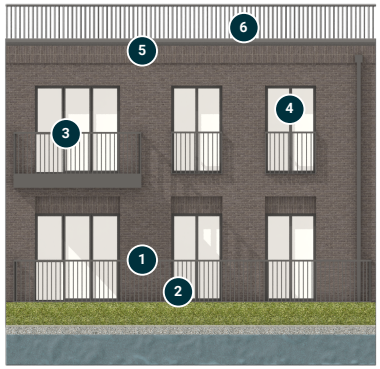


Visualisation of view looking south towards Health facility entrance, Building A

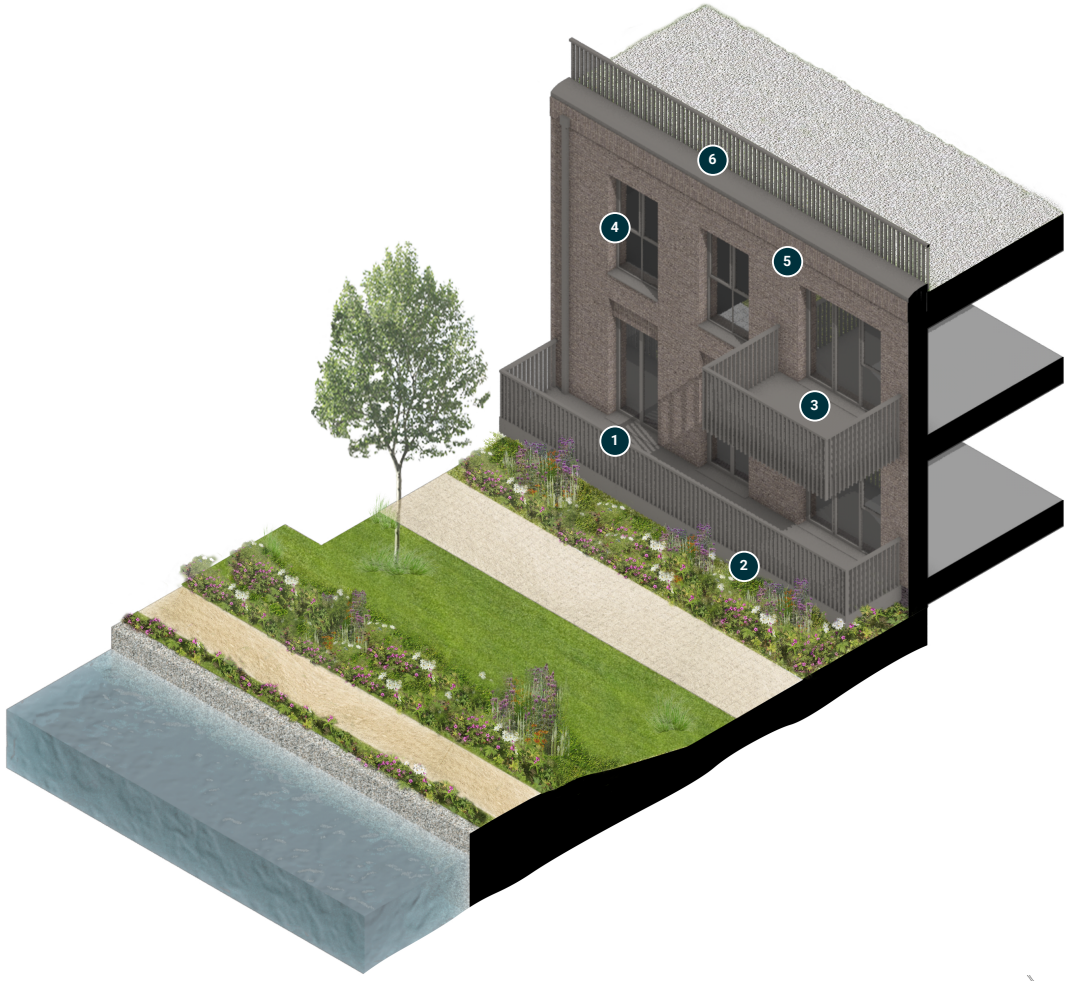
4.8.2 Apartments adjacent to towpath & Grand Union Canal

The west-facing apartments benefit from direct views of the Grand Union Canal. Those at ground floor feature generous balconies which run across the entire unit frontage. These are strategically positioned on stilts, to enable flooding below in the event of a flood.

1. Balconies at ground floor run across entire frontage of unit
2. Balconies at ground floor positioned on stilts to enable flooding below
3. Full height triple window / open-able door bay to living space with projecting balcony
4. Full height double open-able window to master bedroom
5. Feature band of soldier brick course around top of first floor to define junction between lower and upper floors
6. Railing at edge of podium facing canal



Apartments adjacent to towpath and Grand Union Canal - Elevation bay



Apartments adjacent to towpath and Grand Union Canal - Isometric bay





Visualisation of view looking north from a barge on the Grand Union Canal, towards the western face of the scheme and southern corner of Building C

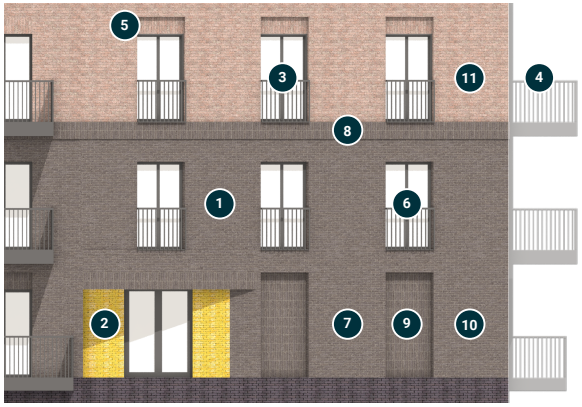
4.8.3 Chamfered façade

The chamfered façade to the north-west of the site opens up the public space where the Celandine route terminates, creating a celebratory final destination and focal point of the site. The chamfering of this corner and canal-facing balconies maximise key views over the Grand Union Canal and marina, further north-west of the site.

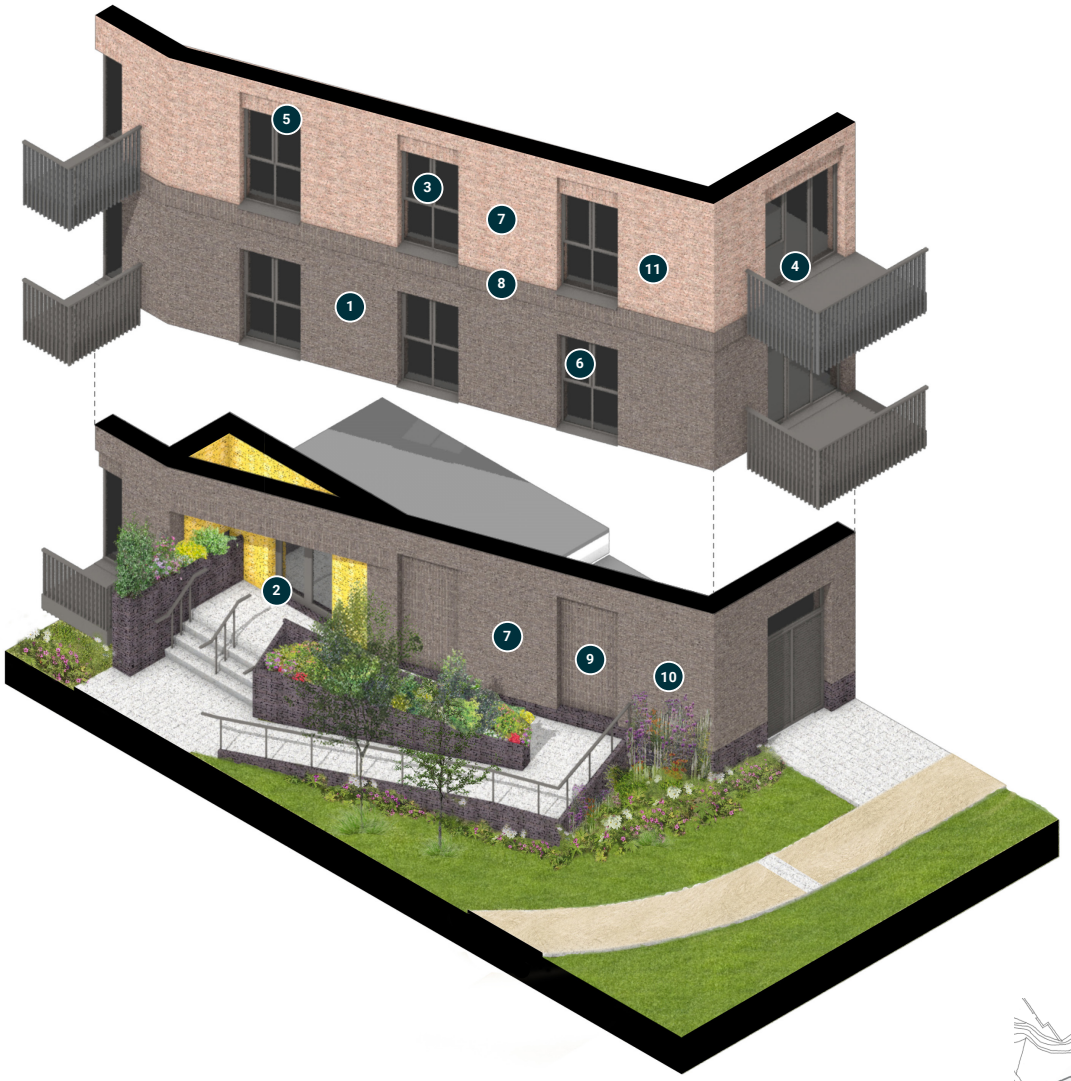
The residential entrance to this core is set back, like others, for legibility and shelter. The Celandine yellow features again, of particular importance in this location.

Consistent materiality and detail continue, reinforcing the timeless simplicity of the design with contextual brick tones and simple dark metal window frames and balconies.

1. Chamfered façade
2. Set back residential entrance with feature Celandine yellow glazed brick
3. Repeated full height double windows on chamfer
4. Triple window / doors with balcony facing Grand Union Canal
5. Recessed soldier course window reveal on lighter upper floor windows
6. Punched window reveals on darker lower floor windows
7. Simple stretcher brick course
8. Feature soldier brick course around top of first floor to define junction between lower and upper floors
9. Soldier course brick recess at ground floor, to continue illusion of window openings down to ground level
10. Darker brick featuring around ground and first floor
11. Lighter brick featuring around upper floors



Chamfered façade - Elevation bay



Chamfered façade - Isometric bay

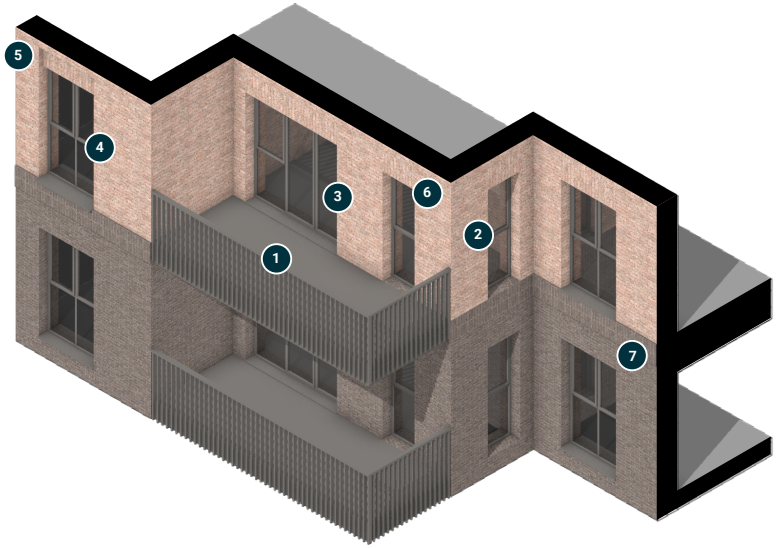


4.8.4 Corner balconies

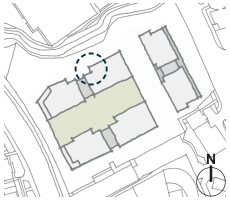
Where elements of the façade step back, corner balconies wrap the protruding and set back elements of the façade.

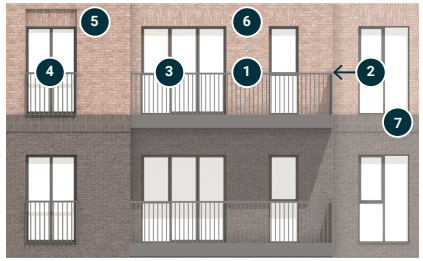
This bay demonstrates how views have been maximised, by adding full height single windows to living spaces positioned on corners. This ensures they benefit from dual aspect views where possible.

1. Corner balconies where elements of façades set back
2. Additional full height single windows added to living spaces positioned on corners
3. Full height triple window / open-able door bay to living space with projecting balcony
4. Full height double open-able window to master bedroom
5. Recessed soldier brick course above windows in projecting element of façade
6. Flush soldier brick course above windows in set back element of façade
7. Feature band of soldier brick course around top of first floor to define junction between lower and upper floors



Corner balconies - Isometric bay





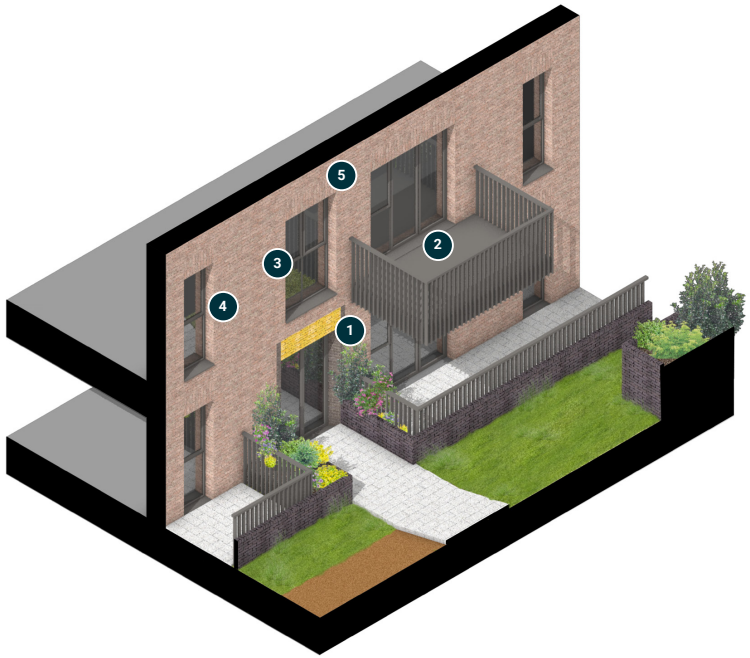
Corner balconies - Elevation bay

4.8.5 Podium access

The podium access points at second floor reflect features of the residential entrances at ground floor by subtly picking up on their distinguishable features, including chamfering of the reveal and application of the Celandine yellow glazed brick to a brief band above the entrance doors.

Also captured in this bay, are the typical window types of units, which include a full height triple open-able window/door to living spaces and associated projecting balcony, a full height double open-able window to master bedrooms and a full height single window to any bedrooms thereafter.

1. Accesses to podium subtly pick up features of residential entrances including chamfering and Celandine yellow glazed brick
2. Full height triple window / open-able door bay to living space with projecting balcony
3. Full height double open-able window to master bedroom
4. Full height single window to additional bedrooms
5. Flush soldier brick course above windows



Podium access - Isometric bay





Podium access - Elevation bay

Introduction
Context
Design process
Design response
5.0 Landscape
Access
Appendices

5.1 Introduction

This section of the design document has been prepared by Assael Exteriors to focus on the public realm and landscape strategy for the site. The proposals presented in this document have been developed alongside the architectural design team to ensure the landscape responds to the many opportunities and constraints of the site. The proposal sets out an illustrative public and private realm vision for the Yiewsley development. Throughout the document, we will discuss proposals for the character areas and functions that the landscape will provide.

5.2 Connectivity in context

The landscape approach is driven by an understanding of the surrounding local context; a comprehensive appreciation of the overall site as the starting point. We propose a distinctive and successful place making approach that ties into and improves upon the existing pedestrian and cycle routes. This created a high-quality public realm that people will want to live, play and visit. Some of the routes include the following:

- From the north, the Philpot's Farm Open Space tying in the Celandine Route of 12 miles;
- Bordering the northern boundary is the River Pinn;
- Bordering the west side is the Grand Union Canal parallel to a 16 mile cross-borough Quietways towpath.

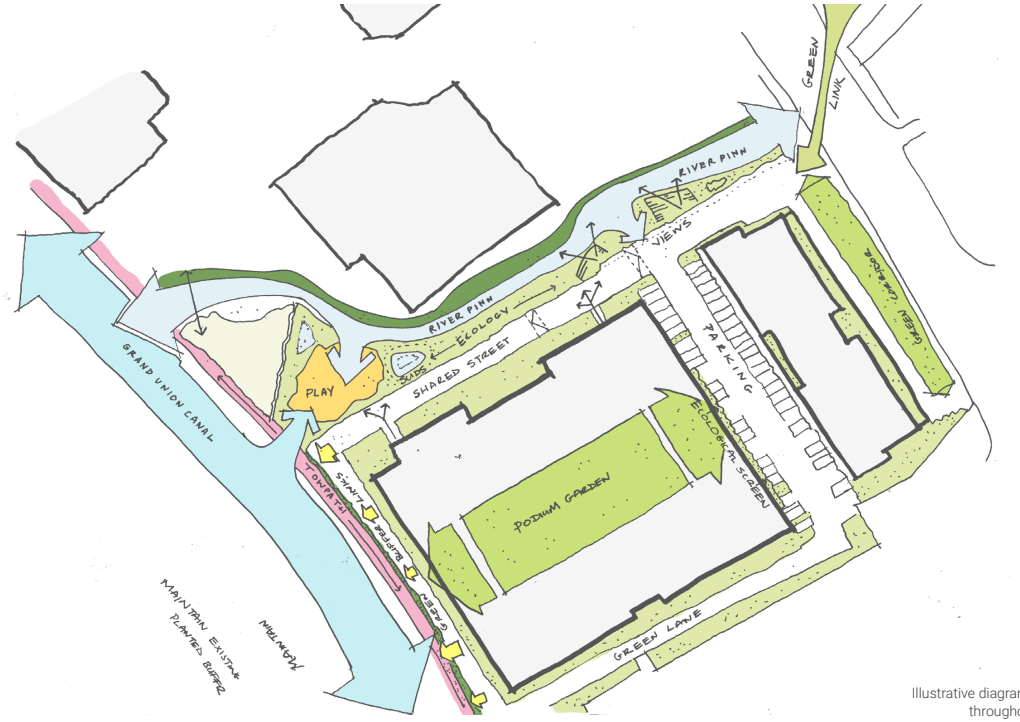
5.3 Connectivity on site

We are proposing a high-quality public realm and residential landscapes that fit into a comprehensive masterplan that become a valuable asset to residents of the new development and to the wider local area.

All the routes come together on the north western corner of the site. A climactic, multi-functional open spaces shared by different users will be achieved by incorporating the following:

- An improved tow path connection;
- Clear connections and way-finding to the high street;
- A safe footpath and additional cycle route along the high street.

Creating a natural environment is also of high importance, to enhance the ecological corridor surrounding the River Pinn whilst also using it as an opportunity to create space for natural play, designed in accordance with the health and well-being theme.



Illustrative diagram showing aspirational connectivity throughout the site and to the wider context

5.4 Design themes

WATER

Mixture of artistic, playful and education elements throughout the scheme that are inspired by water.



CELANDINE

Create a richly vegetated highway to connect to the existing green networks surrounding the site, continuing the Celandine route and focusing on the colour yellow.



BRICK

The architecture is a mixture of light and dark toned brick inspired by the surrounding context. The landscape aims to incorporate brick inspired paths throughout the scheme to tie into the architecture and use it as a means to create clear way-finding routes.



HEALTH

The development will incorporate a Health Facility, therefore it is important that opportunities for physical and mental well-being are incorporated throughout the scheme.



5.5 Character areas

The spaces have been subdivided in to distinct character areas designed to provide a variety of different spatial conditions for both residents, visitors and passers-by.

These character areas define the use and function of particular spaces. From the Health Facility entrance to the canal side footpath, the masterplan identifies an interesting range of spaces each contributing to the overall value of the landscape.



Health Facility spill-out and high street frontage – mental well-being and immersion in soft landscape.



Internal street – landscaped approach to parking areas with permeable parking bays.



Ecology buffer and through route – journey creating new prominent link through the site, while reinforcing a biodiverse planting strip along the River Pinn.



Play junction – where the river and canal meet creating a climatic moment along the path with play areas for children and seating for adults.



Canal front – shared surface designed to encourage an active building frontage while providing views of the canal as well as privacy for residents.



Podium – residential garden space with seating beneath a tree canopy, planting and social opportunities.



Visualisation of view looking west down the Celandine route beside the River Pinn, towards the Grand Union Canal

5.6 Landscape proposal

The site is fortunate to sit directly besides the Grand Union Canal and be the finale to the Celandine Route. It has evolved following the architects grid and the linearity of the river/canal ways. Our proposal of walkways and cycle paths hopes to benefit and extend into the wider community.

The design is inspired by the local community and history of the site. The images below show modern examples and our interpretation of the four features used throughout the scheme; water, Celandine, brick and health.

Carrying these schemes we propose the following improvements and strive to achieve the following design objectives:

- Activate the high street frontage;
- Proposing generous offset distance from high street;
- Provide green and safe spill-out space for proposed Health Facility;
- Introducing a cycle path to the eastern boundary running through the site to the canal;
- Maintain clear access to canal on foot and bike;
- Provide an enhanced riverside setting along the northern boundary;
- Maximising views of the Grand Union Canal;
- Greening and protecting the river edge.



5.6.1 Health Facility spill-out and high street frontage

The landscape in front of the Health Facility acts as new public realm and the main arrival space to the building alongside the A408 High Road and a pedestrian footpath running adjacent to the scheme. It provides a legible access to the building, additional pedestrian routes, and a shared surface area for access to the services and ambulance drops.

Dense, mounded soft landscaping help negotiate the transition from the busy street to the quite spill-out area by improving visual and auditory screening.

Design intent

- Aesthetic frontage feature to promote the scheme & act as a transition point;
- Formal entrance to the Health Facility;
- Health and well-being inspired design using soft landscaping.

Hard to soft ratio



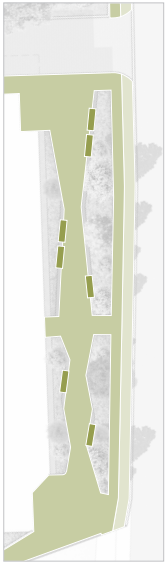




Location key

Landscape strategy

Health routes





Public cycle path

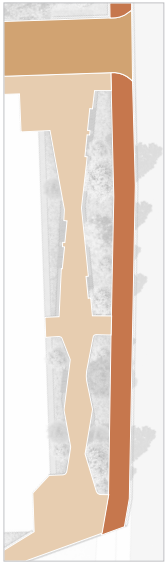


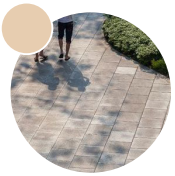
Public pedestrian route



Spill-out seating
F3 – concrete block paving

Brick inspired paving





Concrete block paving type 1
P1 – non- permeable



Concrete block paving type 2
P2 – vehicular non-permeable



Tarmac
P7 – non-permeable

Celandine





Biodiverse plant mix 1



Proposed specimen tree
Carpinus betulus

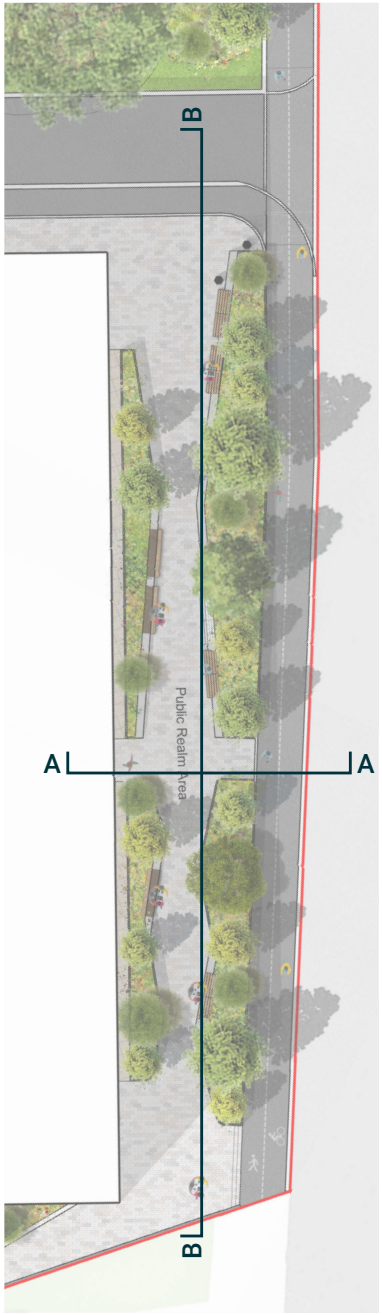


Proposed tree
Amelanchier canadensis

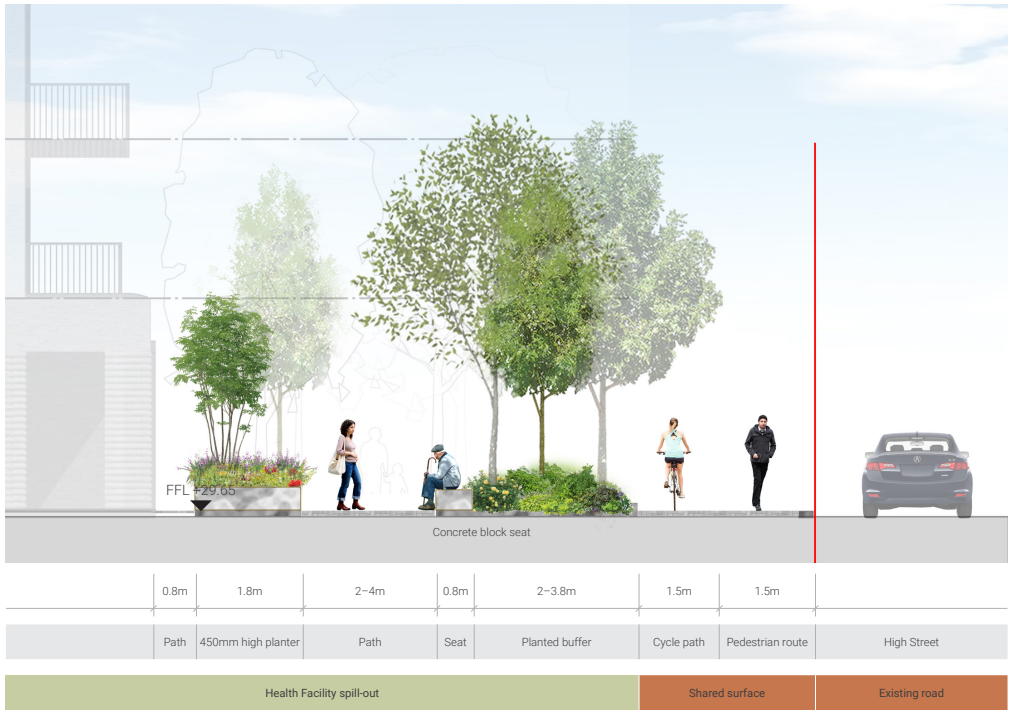
Water



Drainage for flood risk

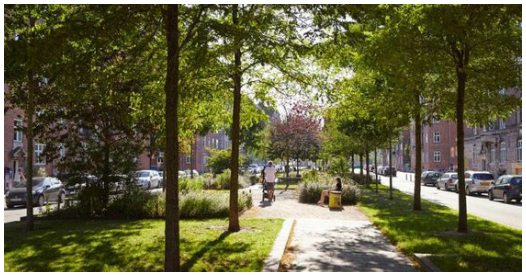


Section A









Section B-B



5.6.2 Internal street

The car park accommodates 37 parking bays including eight disabled, four electric parking bays, four visitor parking bays and two car club parking bays, as well as temporary and permanent bin storage, while benefiting from the 'active edge' provided by the residential entrances. This area will be primarily hard with permeable and varied block paving with voids for planting which in this instance will be planted with wild flower species rich lawn. This paving type is permeable and will contribute to a sustainable approach to surface water attenuation. The design softens the appearance of the space and makes a positive contribution to local biodiversity.

Hard to soft ratio

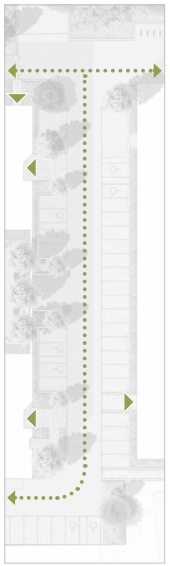




Location key

Landscape strategy

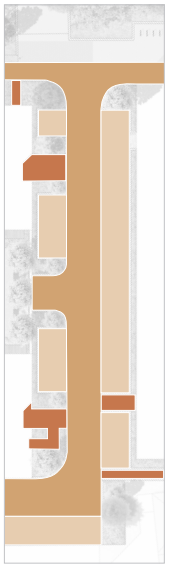
Health routes



Cycle path / pedestrian route

Entrance to building

Brick inspired paving





Herringbone vehicular grade
P3 – permeable

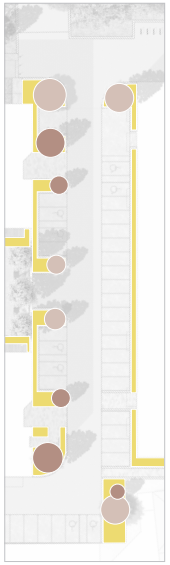


Stretcher Bond vehicular grade
P2 – impermeable



Stretcher Bond pedestrian grade
P1 – impermeable

Celandine





Biodiverse plant mix 1

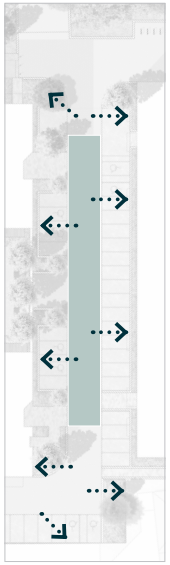


Proposed specimen tree
Amelanchier canadensis



Proposed tree
Carpinus betulus

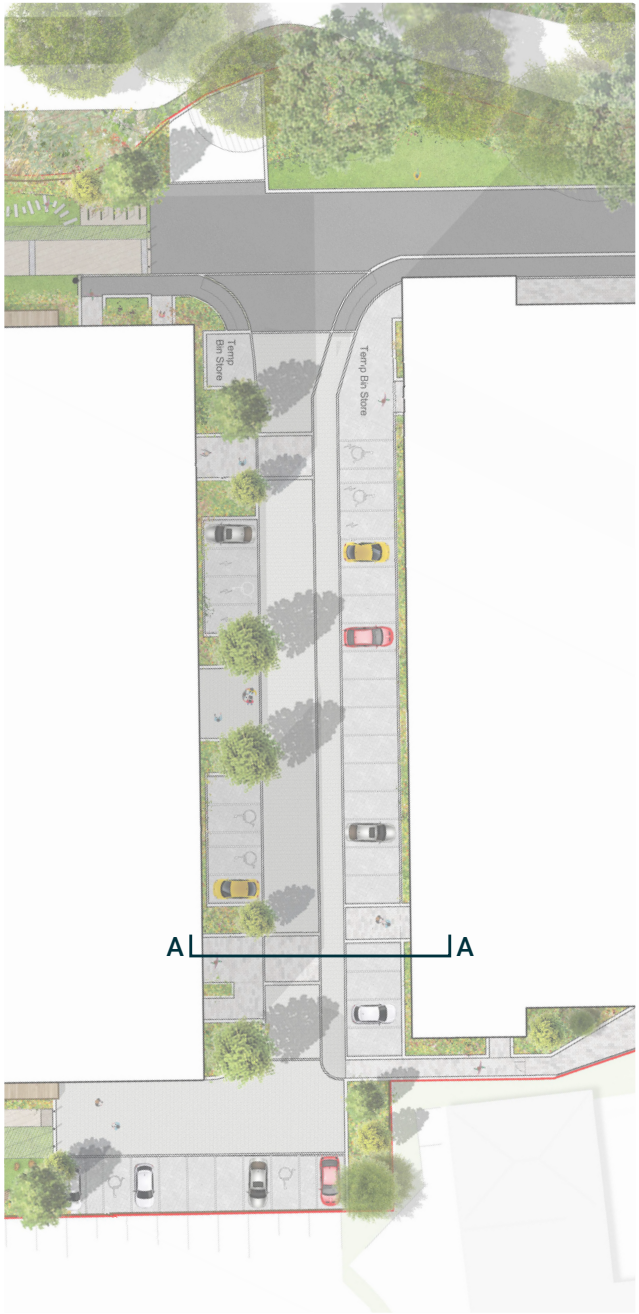
Water





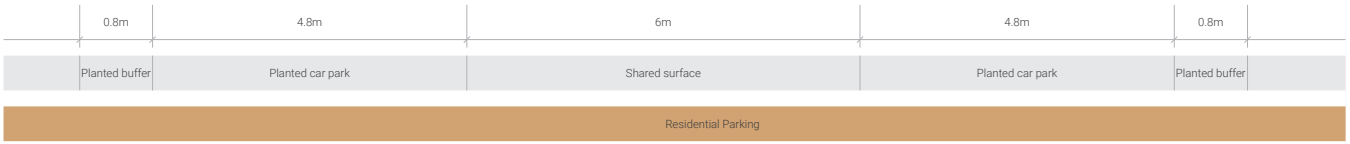
Proposed attenuation tank

Levels


Temp Bin Store
Temp Bin Store
A
A

Section A-A

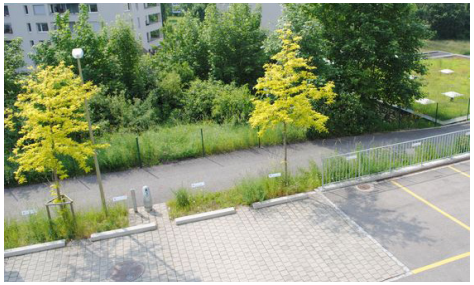



0.8m
4.8m
6m
4.8m
0.8m
Planted buffer
Planted car park
Shared surface
Planted car park
Planted buffer
Residential Parking











5.6.3 Ecology buffer and through route

The ecology buffer frames the primary east-west route is a 4.2m wide street acting as the primary movement corridor through the development. Delineated by a 3–7m deep plant buffer offset from private balconies, generous pedestrian pavements and incidental seating nodes, this landscape area provides an activated cycle and walking path through the site.

A wide 'band' of wildlife friendly shrub and herbaceous planting with semi-mature trees will mediate between this river edge and proposed development. Pedestrian desire lines, and the area immediately adjacent, will be demarcated with high-quality reinforced grass and self-binding gravel.

The intention is for limited vehicle access through the carriageway, with only fire access vehicles permitted to use the street. This will reinforce the 'pedestrian first' design intent for the street and ensure that the primary east-west route serves to bind the canal to the green links pre-existing in the surrounding context.

Landscape strategy

Health routes





Cycle parking
F9

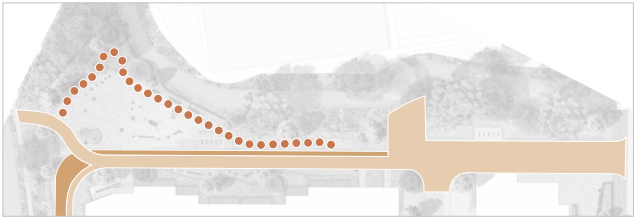


Shared surface
cycle path / pedestrian route



Play along the way

Brick inspired paving





Self-binding gravel
P5

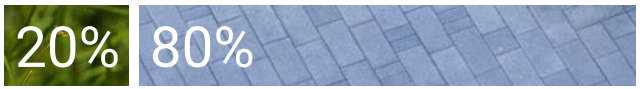


Reinforced grass
P6



Stepping stones
P10

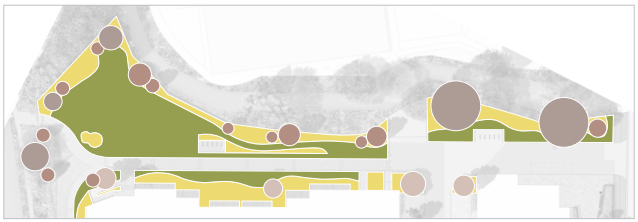
Hard to soft ratio





Location key

Celandine





Tall grass planting mix



Proposed specimen tree
Tilia cordata



Proposed tree
Alnus glutinosa

Grass

Type B tree to remain

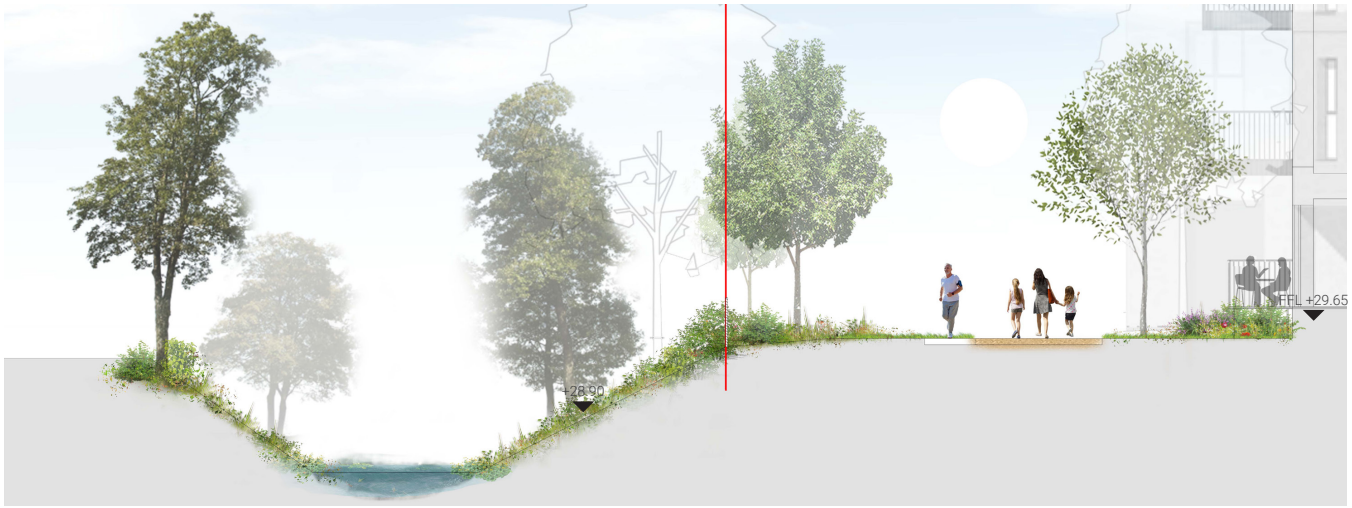
Water



Flood mitigation valley

Flood mitigation valley

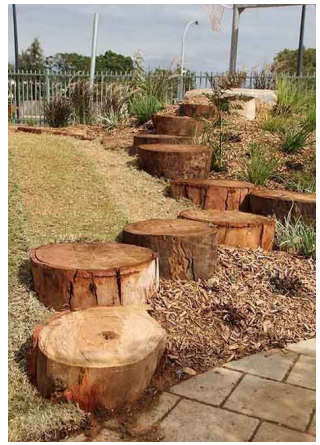
Section A-A



5m	1.2m	3m	3–7m	1.5m
	Planted buffer	Reinforced Gorlpla grass	Reinforced Gorlpla bounded gravel	Planted buffer	Private residential
River Pinn	Public path			Private amenity

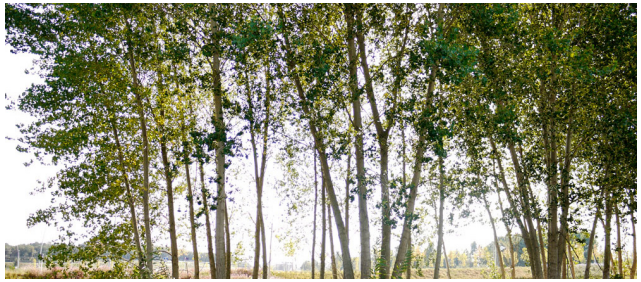












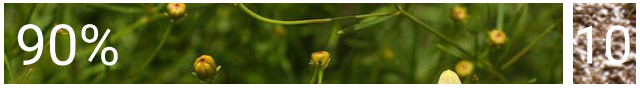
5.6.4 Play junction

Play junction is a 430 sq m community park and forms the focal point of the scheme. Sitting at the intersection of the canal and river edge this Park is intended to function as a green resource for both the future residents and visitors. The proposed topography is unique to the site and revealing of the flood levels which will be mitigated with the two valleys created here.

Wave-like levels are complemented by boat themed play equipment and opportunist planting, trees and grasses.

The proposed park contains verdant swathes of herbaceous, structural and grass planting whilst a variety of multi-stem and single stem trees define the edge which contain the central valleys and peaks. Smaller more intimate spaces defined by plant massing, raised furniture and interspersed play elements punctuate the edges of the park whilst generous amounts of informal seating reinforce the park as a shared social platform with opportunities for adult overlooking.

Hard to soft ratio





Location key

Landscape strategy

Health routes





Grass child active play
F6



Bench
F4



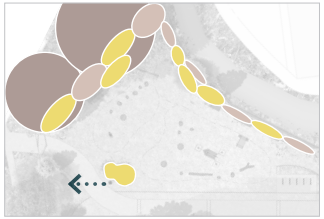
Stepping stones
P10

Grass passive play route

Section A-A



Celandine



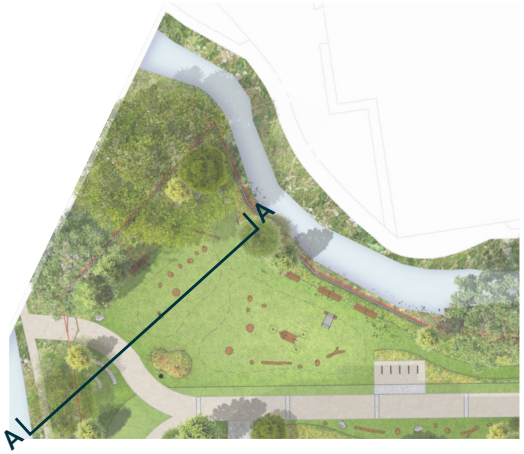


Sensory planting
Monarda 'Scorpion'



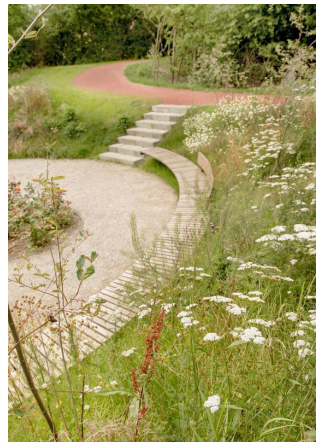
Protective plant buffer
Carpinus Betulus
Hornbeam Hedge

Type B tree to remain















5.6.5 Canal front

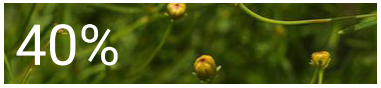
The canal provides a stunning backdrop.

The west of the site is largely reserved for both retained and enhanced biodiversity and to conserve the existing trees and potential on-site bat roosts. This area will be partially conserved with a retaining wall.

Balconies

The need to conserve canal/riverbanks for ecology and reduce the risk of flooding has led to a strategy which seeks to retain and reinforce a green buffer with pontoon style private terraces. This will not omit access or visual connections but provide a simple green planted corridor to the space between each house owner and public footpath.

Hard to soft ratio



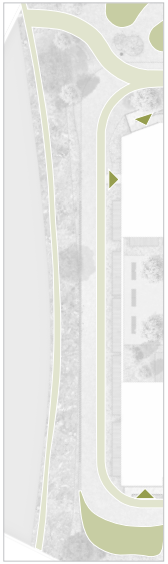




Location key

Landscape strategy

Health routes





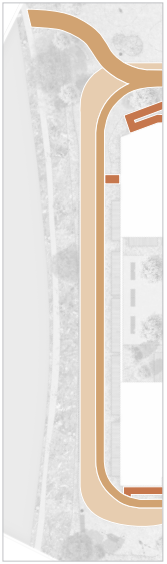
Towpath inspired cycle / pedestrian routes



Play area
F6

Entrance ramps

Brick inspired paving





Reinforced grass
P6

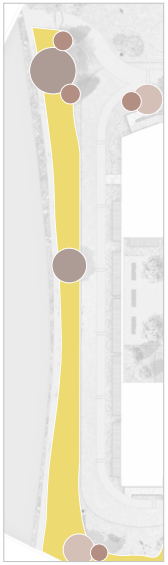


Self-binding gravel
P5



Block pavers to entrances
P1

Celandine





Biodiverse planting mix



Buffer planting tall grass mix



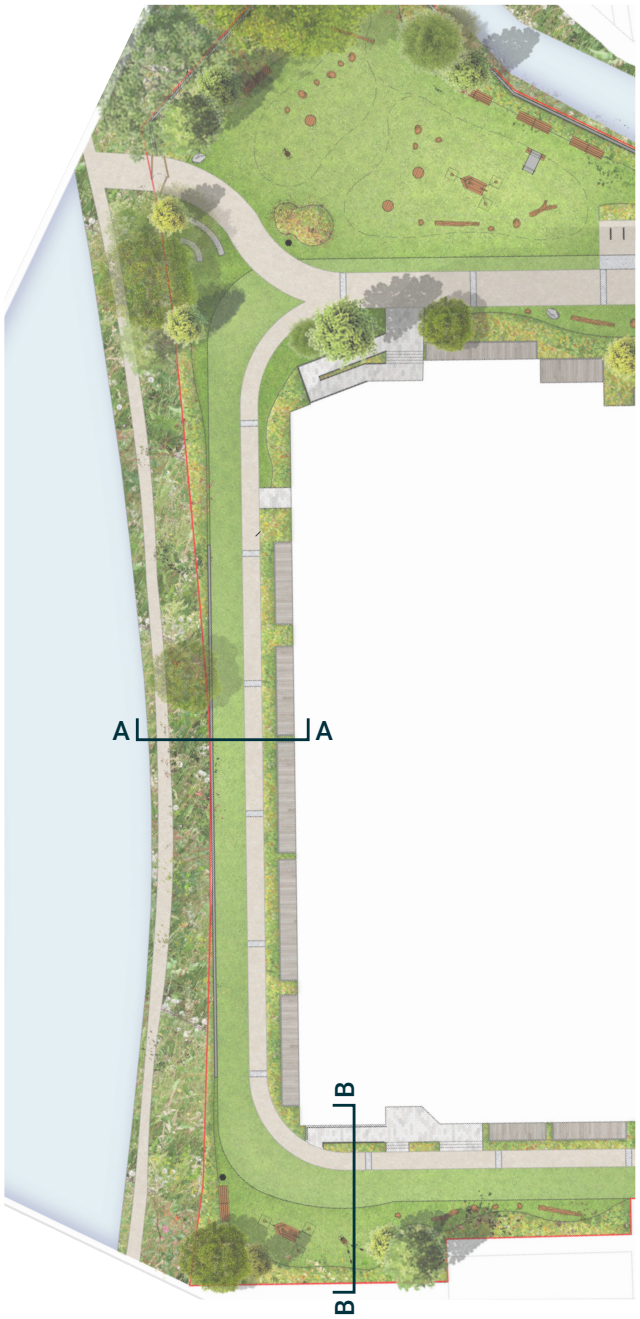
Proposed specimen tree

Type B tree to remain

Water



Levels



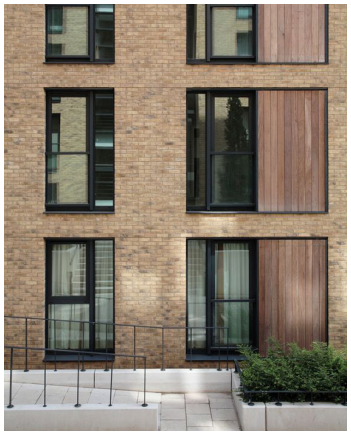
Section A-A

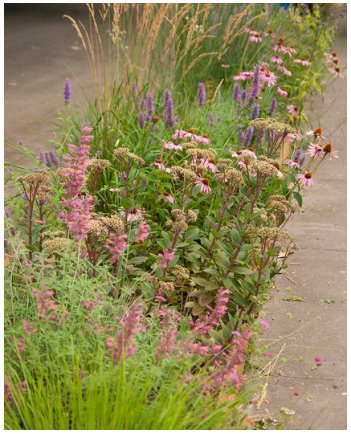


Section B-B – south western boundary









5.6.6 Podium

The podium level garden has been envisaged as a semi-natural 'wilderness'. It is enclosed on two sides by the building. Semi-mature trees and dense shrub planting further reinforce the sense of this being a sheltered.

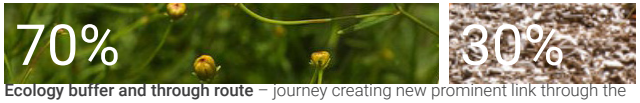
Residents access the garden from four points. This ease of access invites people to use this garden which bodes well for this being a community space that will help foster social cohesion.

The garden is a play space. Stepping stone paving and clusters of dense planting make for a space children can run around in and hide. Natural timber play features distributed throughout the garden create more substantial play opportunities. Benches allow parents to keep watch and friends to congregate.
'Defensible' space has been provided for residents' whose homes open onto the garden to afford a degree of privacy.

Indicative tree palette

1. Tilia cordata (clear-stem)
2. Ginko biloba (clear-stem)
3. Carpinus betulus (multi-stem)
4. Gleditsia triacanthos (multi-stem)
5. Alnus glutinosa (clear-stem)
6. Carpinus betulus (clear-stem)
7. Amelanchier lamarkii (multi-stem)

Hard to soft ratio



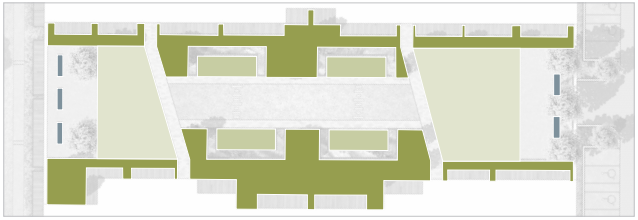
Ecology buffer and through route – journey creating new prominent link through the site, while reinforcing a biodiverse planting strip along the River Pinn.



Location key

Landscape strategy

Health routes





Play
F6



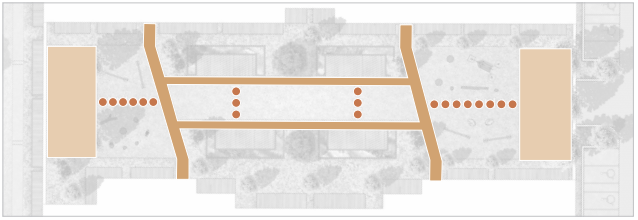
Vent seating
F11



Buffer planting
Mix 1 & 2

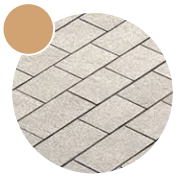
Benches

Brick inspired paving





Paver type 1
P5

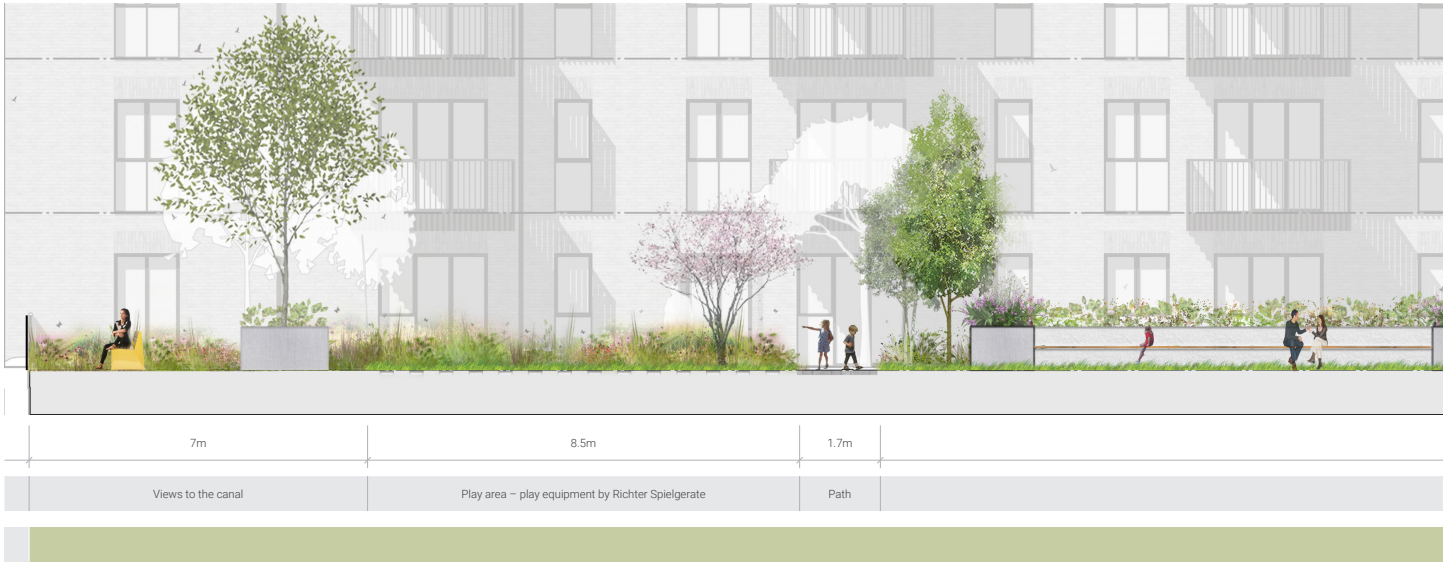


Paver type 2
P1

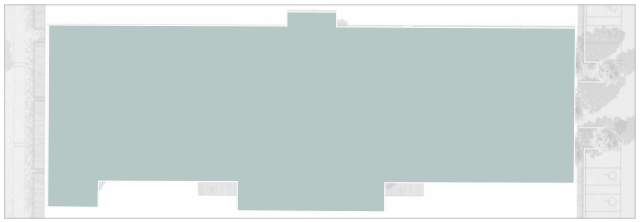


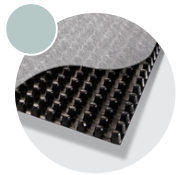
Stepping stones
P10

Section A-A

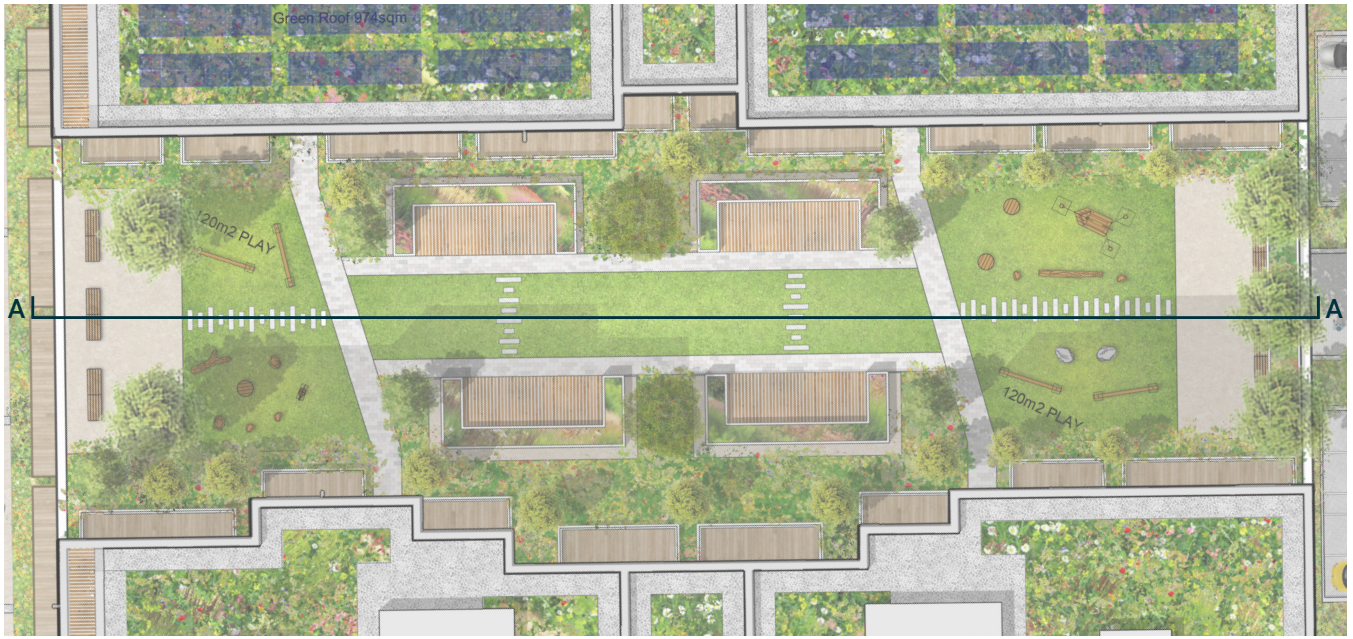


Water





Blue roof water attenuation





30m	1.8m	12m	5m	2m
Lawn – ventilation seating to car park below	Path	Play area – play equipment by Richter Spielgerate	Hard scape spill-out space	Planter
Residential amenity space				

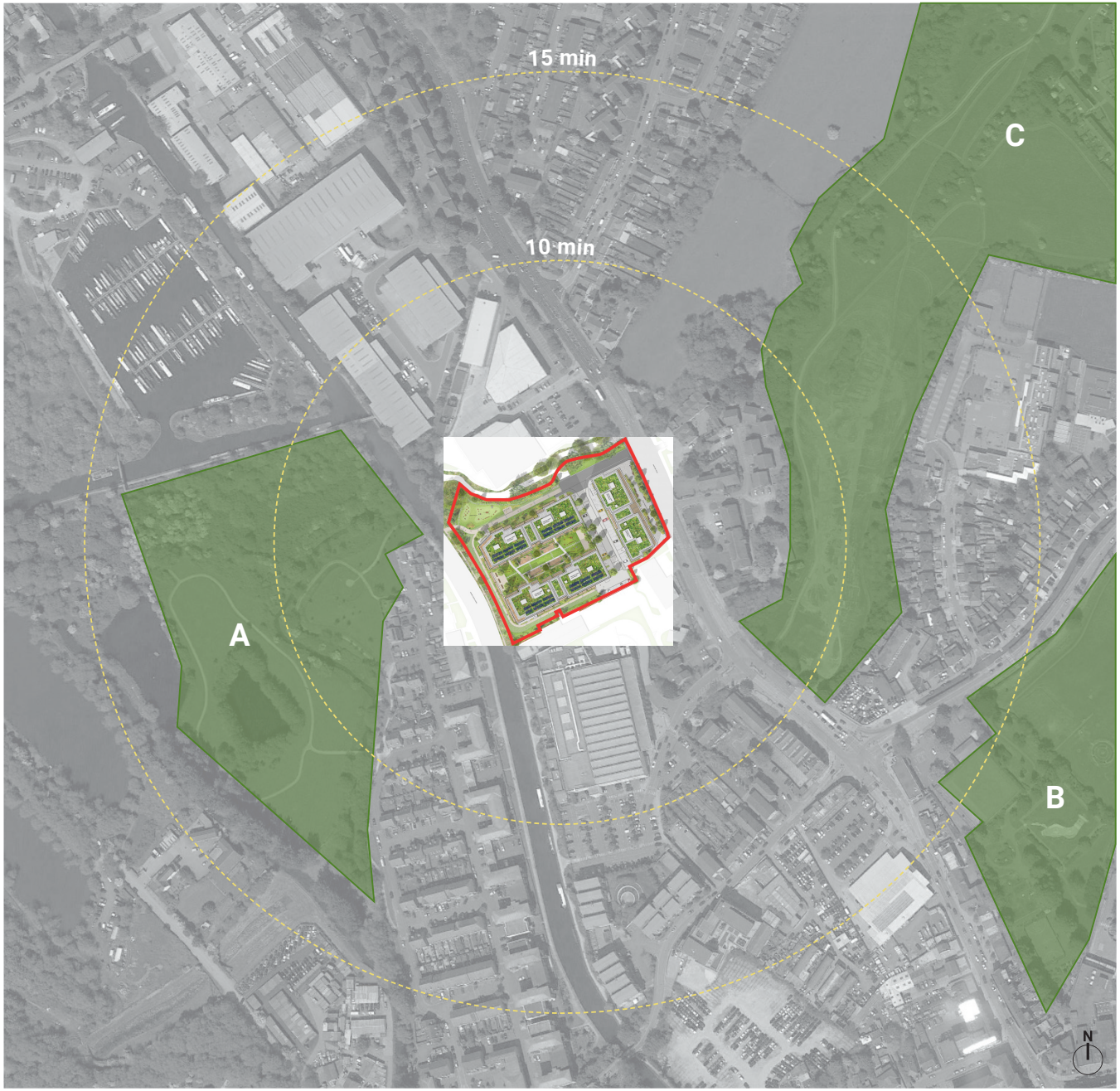
5.7 Play offer

5.7.1 Surrounding play provision

There are various suitable neighbouring play provisions for all age groups to complement our play strategy.

A. Regional Park
B. Yiewsley Recreation Ground
C. Philpot's Farm Open Space

- Sensory garden
- Nature trail
- Forest
- Bird hide
- Sports grounds
- Children's playground
- Cricket area
- Open field



Location key

5.7.2 On-site play provision

Play elements, both prescribed and informal, will be a recurring feature throughout the landscape scheme that is designed to encourage exploration, imagination and playfulness. The strategy is to provide sufficient levels of dedicated play in line with the requirements set out by the Greater London Authority.

Much of the prescribed play will be centred in the play junction while others will be scattered elsewhere around the public realm, most notably the along the ecology buffer and South western corner. Natural play elements will be interspersed with stepping stones, hidden play rooms with ping pong tables and swings, and informal hidden routes through sensory planting.

With a landscape design that offers various routes to reach the same destination, the Yiewsley landscape hopes to provide a landscape that encourages exploration and discovery in a safe and controlled environment.

Play space provision

	Required total	Proposed total
0–5 years	647 sq m	790 sq m
6–11 years	Accommodated off-site	
12 years+	Accommodated off-site	













5.8 Soft landscape strategy overview

The soft material strategy calls for a verdant, multi-seasonal approach to ensure year around interest and vibrancy to the public and private realm.

Varying intensities of colour and texture will ensure the planting reinforces the sequential set of experience prescribed by the changing landscape character areas. Evergreen, structural planting will form the basis of all planting beds to ensure year round interest, whilst complimentary herbaceous and ornamental grasses will add texture and colour.

Biodiverse planting mix 1

1. Rudbeckia hirta 'Autumn Colours'
2. Liatris spicata 'Floristan Weiss'
3. Helenium 'Waltraut'
4. Monarda 'Scorpion'
5. Verbena hastata
6. Veronicastrum 'Album'

Tall grass buffer planting mix 1

7. Feather Reed Grass - Fall Blooming
8. Pennisetum × advena 'Rubrum'
9. Miscanthus sinensis 'kleine silberspinne'
10. Allium sphaerocephalon
11. Cortaderia selloana Silver Feather ('Notcort')
12. Stipa tenuissima

Native hedge planting mix 1

13. Prunus padus hedge
14. Acer campestre
15. Rosa canina































5.9 Tree strategy overview

The tree strategy calls for a selection of native and non-native clear stem and multi-stem trees to the public and private realm. Trees will be planted in groups of three, five or seven of the same species to ensure a coherence in the planting strategy whilst large mature clear stem trees will be planted individually as specimen trees to both the Maypole Park and green streets.

Podium courtyards must contain multi-stem and small clear-stem tree species only and will be planted in raised planters to ensure sufficient soil volume.

Tree mix

1. Tilia cordata
2. Alnus glutinosa
3. Carpinus betulus
4. Amelanchier canadensis









5.10 Furniture

Furniture has been selected to provide robust and attractive landscape. It will be complementary to the planting and building providing a coherent setting creating a sense of space.

Play equipment are all Richter Spielgerate products:

- 6.27300 Wobble Dish
- Sailing Boat with Flag
- See saw
- Stainless Steel Slide, width = 1 m, height = 1 m
- Slide support with steps, width = 1,50 m
- Straight Balancing Beam
- Bouncing Flower
- Jumping Disc
- Little Chicken
- Duck Family



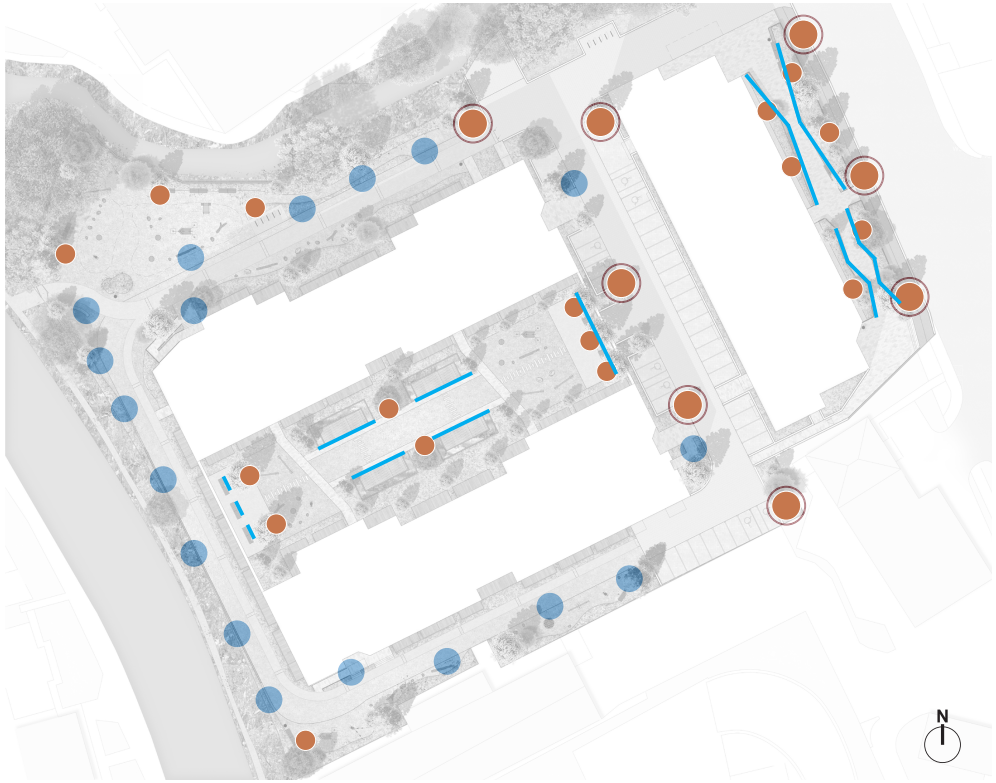
Play equipment
Way finding sign
Litter bin
Bench
Fob access gate
Kissing gate

5.11 Lighting

Lighting has been considered throughout the design process providing a feeling of safety. Where possible lighting will be integrated into the landscape elements such as in benches and planters minimizing clutter on the street-scape.

More discrete lighting will be used along the ecology buffer to prevent nuisance to residents with front facing windows.

The lighting strategy along the River Crane will aim to minimise the light trespass onto the River Pinn and Grand Union Canal. As excessive lighting can damage bat foraging the minimal use low-level light bollards and lighting are directed away from the river and canal.



Bollard lighting
Street lighting
Up-lighting
Strip lighting

Introduction
Context
Design process
Design response
Landscape
6.0 Access
Appendices

6.1 Transport

6.1.1 Transport summary

The development has been designed with consideration to the Mayor's Transport Strategy (2018) and the Healthy Streets approach, whereby walking and cycling take priority over vehicles. This has been achieved through delivering a permeable and integrated environment for pedestrian and cyclists and reducing the dominance of private vehicles which in turn creates a safe and enjoyable environment for people to live, work and travel. The permeability of the site is further enhanced by the provision of the 3.0m shared footway/ cycleway that will be delivered through the site to connect the High Street to the Grand Union Canal.

The roads have been tracked to comply with visibility standards enabling pedestrians, cyclists and vehicles to safely manoeuvre around the site. The internal road layout has been designed to discourage high speed, encouraging a permeable pedestrian and cycle network and discouraging a car dominant environment, which supports TfL's objectives to meet the Vision Zero ambition. As a result of the development proposals, the number of vehicle trips generated from the site across the day is expected to show a net reduction from the current use and therefore provide an overall betterment to the surrounding highway network.

The site is located in a sustainable location, with good access of Yiewsley town centre provided a range of everyday facilities. An assessment of the key local attractors within the local Active Travel Zone has been undertaken and demonstrates that there are a good range of schools, medical facilities, retail outlets and town centres and employment opportunities surrounding the site. Frequent bus services are accessible within 250m of the site, with West Drayton Railway Station located within 960m and benefiting from the commencement of Crossrail Services further enhancing connectivity of the site. According to the TfL WebCat tool this site has a current PTAL level 2, however a robust justification has been undertaken to demonstrate that the site should have a PTAL level of 3 which better represents the accessibility of the site.

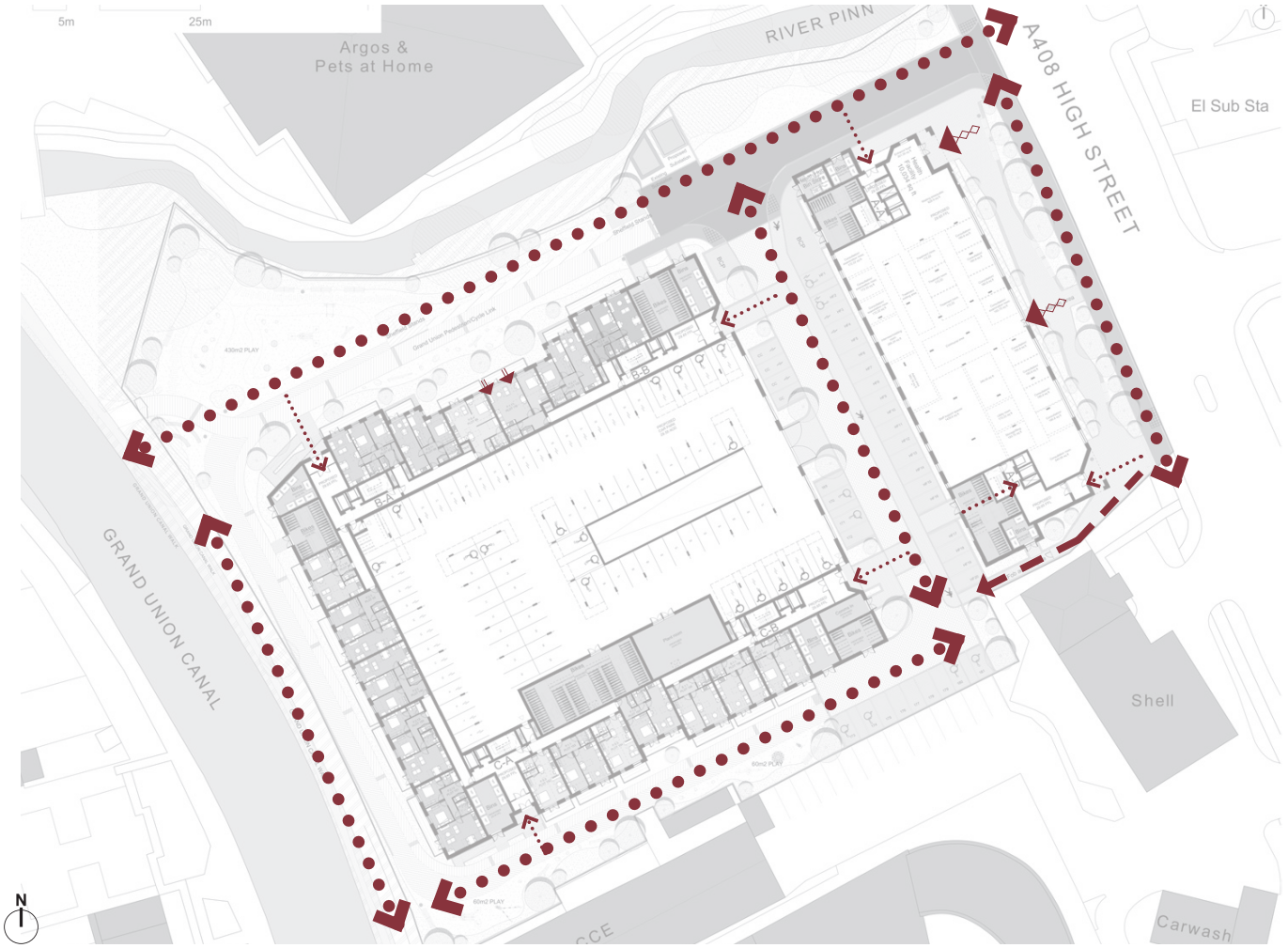
As a result of high-quality design and public realm, residents' lifestyle and travel behaviour will change. Improvements to the pedestrian and cycle network, in addition to the borough's well-connected public transport network, will encourage sustainable travel modes to be adopted amongst residents, further reducing car dependency within the site. A Framework Travel Plan has been prepared to support the application, which aims to promote a sustainable lifestyle among new residents, reducing the need to travel by private car and influencing a modal shift to sustainable travel modes.

6.1.2 Pedestrian access

Principle residential entrances, located at the bases of buildings A, B and C provide access to the development from Yiewsley High Street and the Grand Union Canal. A key concept of the scheme is to provide the current Celandine pedestrian route. These are marked by glazed yellow brick recessed entrances to improve way-finding and legislation on the ground floor.

From here all building cores can be accessed. Entrances to the ground floor apartments are accessed via the same residential entrances and therefore no entry from the public realm.

The proposals include residents' cycle and refuse stores, located adjacent to cores for convenience and to comply with local refuse policies.



Primary pedestrian routes through public open realm

Access from communal lobbies

Ground floor residential entrances

Health Facility entrance

Private residents fob access

Diagram indicating pedestrian routes and entrances

6.1.3 Vehicular access & parking

Cars have limited access into the sites to improve the existing pedestrian Celandine route. The only vehicle that has access around the entire perimeter is a fire tender for emergencies only. The scheme therefore prioritises pedestrians and cyclists.

The site will have surface parking along the rear of the Health Facility, as well as between Buildings B&C within the main car park. Disabled parking has been provided and these spaces have a 1200mm clear access zone to one side of the parking space - there are 24 in total (10% of total no. apartments). The parking spaces are level with a suitable ground surface. The scheme comprises of 2 levels of podium parking totalling 220 no. spaces.

Vehicular access will be provided from the High Street using the existing site entrance to the north-eastern boundary. Secure internal cycle parking will be provided adjacent to entrance lobbies in blocks A, B and C. A small amount of external cycle parking has also be provided within the public realm for visitors and the commercial units.

6.1.4 Car parking

Car parking will be provided for residents along the new access road and within the two storey podium car park. 20 parking spaces will be allocated for the Health Facility given the proximity of the site to the town centre. 4no. car club spaces have been proposed which equate to 8no. of typical residential spaces per car club space.

6.1.5 Cycle storage

The total no. of cycle spaces proposed is 457no. This is compliant to current GLA policy of 1no. spaces for a studio, 1.5no. for a 1 bed and all other apartments 2no. spaces. The cycle storage is secure within the building in all circumstances with the exception of the Sheffield spaces within the public realm. 23no. larger cycle bays have been allocated within the building curtilage also.

6.1.6 Refuse strategy

The refuse strategy proposed will be managed privately. Therefore all bins will be dragged by the maintenance team from the individual stores to the bin collection areas. This has been proposed to minimise the distance the refuse vehicle enters the site.

On bin collection day, all bins will be presented at the bin collection point highlighted below. The adjacent bin stores are within the 10m drag distance and therefore suitable for local collection.

The diagram below sets out the proposed refuse lorry route. Please refer to the refuse management report submitted as part of this application for full details of the strategy.

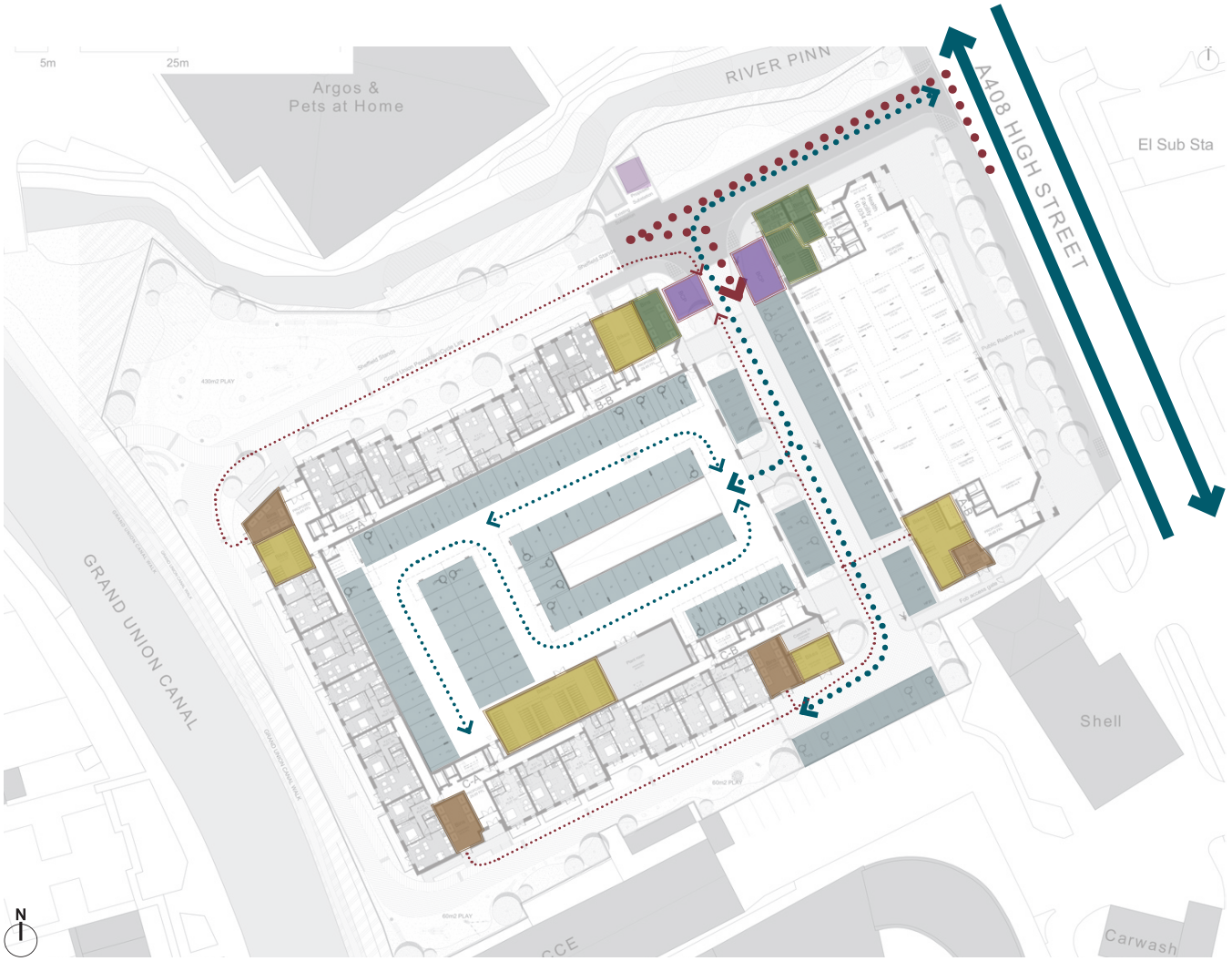
6.1.7 Servicing strategy

Emergency access

An ambulance bay has been positioned within the proposed access road just off of the high street to minimise disturbance along both the main road as well as on the access road. A one way loop strategy is proposed to minimise the impact to the public realm.

Plant and Utilities

The substation is located on the access road to minimise disturbance across the rest of the scheme. All plant spaces have been positioned on the perimeter of the building for ease of access, maintenance and to allow fresh exhaust.



Primary vehicular route: High Street Yiewsley

Secondary vehicular routes: Proposed access road with access to podium parking and bays between Buildings A,B & C

Routes around podium parking

Parking spaces

Proposed Substation

Managed temporary refuse collection point

Bin stores within 10m drag distance

Privately managed bin stores

Covered cycle stores

Proposed Refuse Lorry route

Private bin stores drag strategy

Diagram indicating refuse, servicing and vehicular routes and parking

6.2 Fire

6.2.1 Fire strategy

The proposed development of 217 High Street, Yiewsley consists of 235 apartments, a D1 Health centre with ancillary facilities and accommodation, over 5 and 6 storeys. The residential apartments will be fitted with sprinklers to enhance the life safety provision of the development in addition to the passive fire safety measures incorporated into the design.

The fire safety provision provided at this development will ensure the functional requirements of the Building Regulations 2010 (Fire Safety) are met and exceeded in some areas. The building is to be designed and constructed to modern standards using modern methods of providing inherent fire resistance. This is based on providing appropriate fire resistance to achieve fire compartments. This should ensure any fire should be contained within the flat or room of origin. The provision of sprinklers will assist in the containment of any fire, this coupled with a smoke management system will enable occupiers to remain safely within their flat or make their escape if that becomes necessary.

6.2.2 Fire tender access strategy

The diagram adjacent displays the path of the emergency fire tender route. The loop has been tracked and these diagrams can be seen within the transport report. The ground condition of the access route consists of a hard-standing stone path with turf mesh reinforced crates.

6.2.3 Means of escape

The escape routes, horizontal and vertical, meet the minimum widths to comply with ambulant disabled requirements. Escape stairs meet ambulant disabled goings and risings. At upper residential levels, no refuge has been allowed for, as the fire strategy is for people to remain in their apartments while the fire brigade deal with the fire.

Together with the Fire Alarm System, and the Personal Egress Emergency Plan, the buildings are designed to provide safe evacuation routes in the case of emergencies.

Please refer to the Design Fire Safety Strategy accompanying this application accompanying this application, which has been prepared by Bennett Associates.

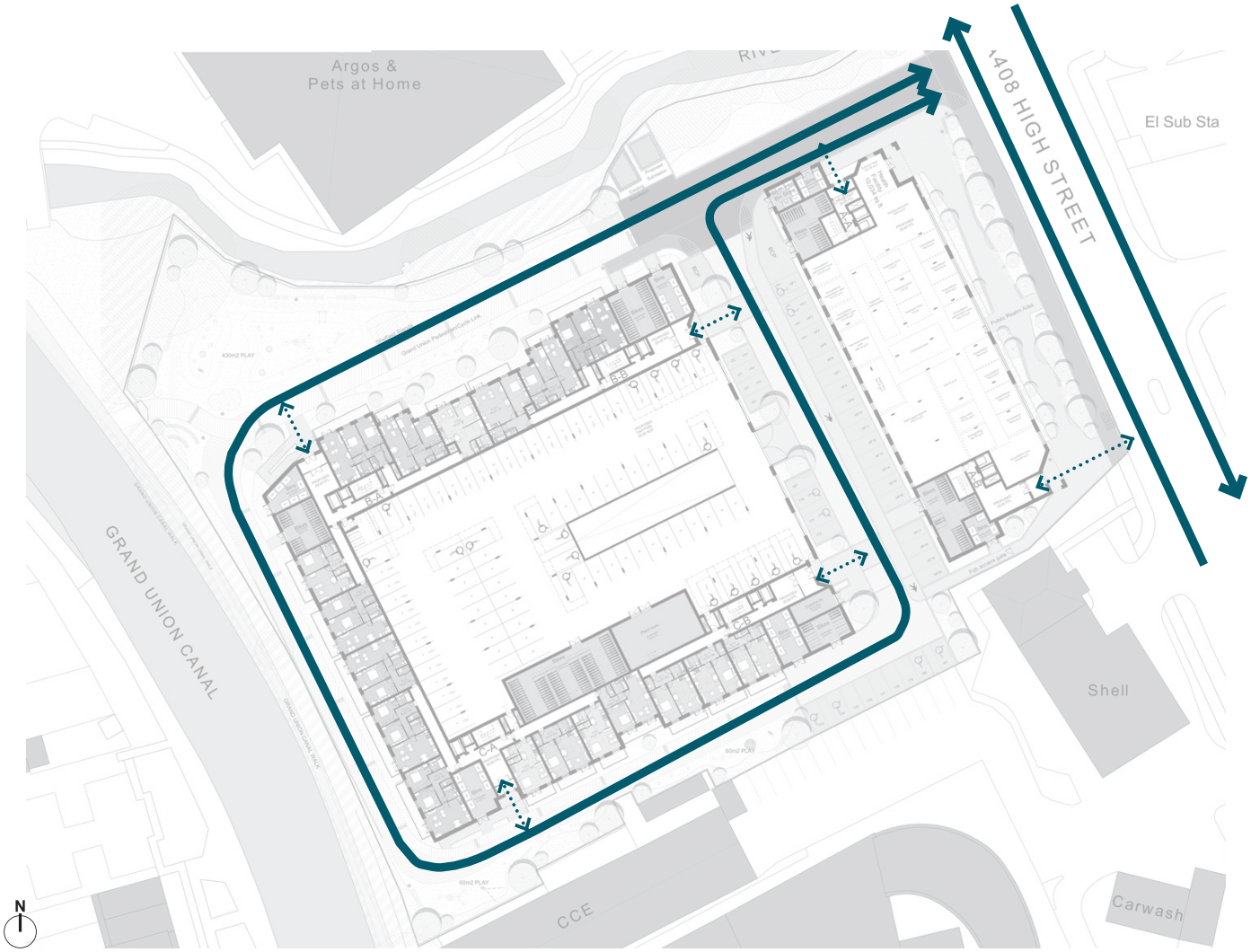


Diagram indicating tracked fire tender route and dry riser inlet locations

6.3 Flood risk analysis

EA Flood Zone mapping and SFRA Flood Zone mapping show that the majority of the site is located within Flood Zone 2 'Medium Probability' with small sections along the northern boundary of the site located within Flood Zone 3 'High Probability'.

The buildings have been positioned outside of flood zone 3. The proposed development includes residential use which is classified as 'More Vulnerable'. PPG Table 3 confirms that such development is appropriate within Flood Zone 2 subject to the Sequential Test being carried out.

The western part of the site has a 'Very Low' risk of surface water flooding and the northern and eastern part of the site has a 'Low' risk of surface water flooding.

The proposed mitigation strategy demonstrates the development is safe through a number of measures as follows:

Habitable ground floor levels are set at a minimum of 29.65m AOD to mitigate the potential residual risk of a canal breach. This is approximately 450mm above existing typical ground and also ensures the building is unaffected in the extreme 1 in 100 (1%) annual probability +70% allowance for climate change scenario or the 1 in 1000 (0.1%) annual probability event;

The design of the scheme will ensure that any flood storage losses at the design event due to non-floodable footprint at ground level will be compensated by creating additional flood storage within the site in areas of open space on a level for level basis with an overall net gain of approximately 340m3.

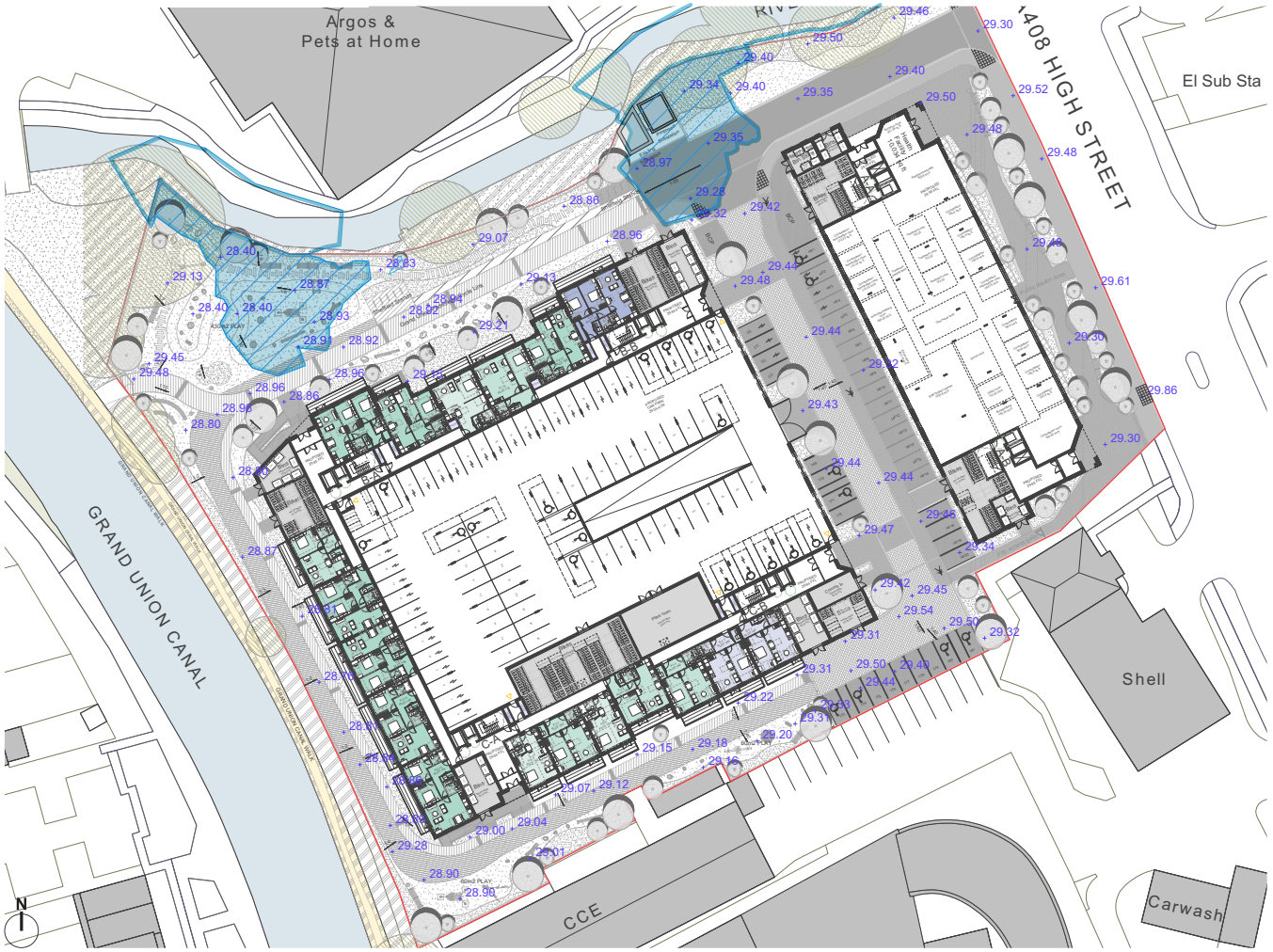
Continuous pedestrian dry access is available at the 1 in 100 (1%) annual probability + 35% climate change allowance towards the High Street in accordance with the requirements of the London Borough of Hillingdon Strategic Flood Risk Assessment.

6.3.1 Surface Water Drainage

The proposed surface water drainage strategy consists of green roofs, permeable pavements and underground cellular attenuation storage. Surface water runoff has been split across two outfalls to the River Pinn based on the proposed site topography with controlled runoff rates from each outfall to a maximum of 2.0l/s. This provides a significant reduction in comparison to the calculated existing runoff rates for the site and is close as reasonably practicable to the equivalent greenfield runoff rates.

The proposed surface water drainage system has been designed with no flooding up to and including the 1 in 100 (1.0% annual probability rainfall event with surcharged outfalls. Flooded volumes in exceedance of this design event when the outfalls to the River Pinn are surcharged would pond within the parking and landscaping areas to depths of less than 100mm.

The drainage system will be maintained by a Management Company in accordance with an Operational and Maintenance Plan for the site.



29.65 Proposed site levels

Flood zone 3 area

Diagram indicating proposed site levels and the area of flood zone 3

6.4 Signs & way-finding

External signage

The signage strategy for the development will follow good practice guidelines, such as the "Sign Design Guide". All signage will be contrasting and designed for those with learning difficulties or visual impairments. Entrances for both residential areas and Health Facility are highlighted with yellow and green glazed bricks respectively in addition to signage provisions.

Internal signage

All of the buildings, according to their uses are designed to enable clear signposting and a messaging system complying with the Sign Design Society Guidance.

All internal signs to communal areas will be clear, with contrasting symbols, and with braille translations to help the visually impaired. All signage will be located in obvious locations and will be well lit.

The use of differing tactile materials

A palette of tactile handrails/support rails showing directions of travel to the nearest fire exit has been considered through the design of each building.

The layout of the buildings

The clear layout of the building, generally arranged with a sequence of entrance/ lobby/lift/stair core/corridors, allows a simple circulation throughout and between the floors. A readable structure and shape provides an easy indication to distinguish different uses within the site.

6.5 Secured by Design

The scheme has been designed to encourage passive surveillance from surrounding residential buildings to overlook entrances and pedestrian routes within the site.

Through discussions with the local Design Out Crime Officer, the scheme has evolved to allow for the following:

- Adequate buffer and defensible space distances to ground floor dwellings, ensuring privacy for residents
- Lighting design will be sensitive to way-finding and antisocial behaviour and switched off to discourage rough sleeping
- Majority of bike stores accessed off of car parking area
- Recessed entrances of a suitable depth - which does not encourage loitering
- 1.5m high fence to gardens on podiums suggested as a height which allows people to claim ownership from podium
- 1.5m buffer/ defensible space and permeable boundary to ground floor dwellings; planting underneath windows

All design will be carried out with the Secured By Design New Homes 2010 design guide in mind.

6.6 Building & structures

Materials

The proposed materials have been specified (using Part M specifications) to contrast tonally with the ground finishes, enabling people with visual impairments to identify building boundaries.

Construction

The design follows a simple concept based on the clarity of the overall structure of the building. Slab levels have been set to ensure that the structure will not impose restraints upon individuals using and moving through the building, including ensuring obstructions are avoided in pedestrian/common areas and that level access can be provided throughout.

Internal floor surfaces

The floor finishes will contrast tonally with the walls and will be non-slip. Finishes will be contrasting in the vertical and horizontal situations. Floor surfaces will not be overly resistant to wheelchair users, but will aid crutch users in gaining purchase. As well as this, floor finishes will be of a robust and durable nature.

Entrances

Each building provides a correct transition from outer spaces to inner spaces to all users. The approach to the buildings will be well lit and obvious.

Transition to internal

The entrances will have manifestation to identify them, and the frames will be of a strong tone or colour to visually separate them from the surroundings. Entrances will be appropriately lit. The main entrance doors are designed to comply with relevant legislation in terms of minimum width opening and closing and the thresholds will be level.

Opening windows and projections on public routes

Obstructions at head height can be dangerous to the visually impaired. All opening windows and projections have been minimised within the design. Where they cannot be removed completely, vegetation has been provided at ground floor to notify people of the potential for window opening. Where possible, outward swinging doors are avoided and, where required due to fire escapes, they will be marked by blistering, vegetation or bollards.

Steps and ramps

All steps, stairs and ramps have been designed to comply with Approved Document Part M 2015 and BS 8300:2009. This includes tread, risers, handrails, lighting and nosings.

Door design

All doors of the scheme, both manually operated or automated, are compliant with Approved Document Part M 2015 and BS 8300:2009 according to different uses and users of the buildings, specifically in relation to vision panels, weight, colour, door ironmongery and use of materials.

To meet the requirements of Approved Document Part M, door closer tensions will be set to a maximum of 20N. The clear opening widths of all doors in common areas are a minimum of 850mm and there will always be 300mm nib on the leading edge of a door.

Movement within buildings

The internal circulation within each building considers the specific needs of disabled people.

The buildings are accessed via horizontal corridors. Vertical circulation is via lifts in the cores, and ambulant disabled stairs.

Provision of lifts

All lifts, in all buildings, are designed to comply with Approved Document Part M and BS 8300:2009, including size, internal materials, door opening width, and operating apparatus.

Stairs

Stairs comply with Approved Document Part M and BS 8300:2009 in terms of widths, treads, risers, hand rails, nosings, top and bottom surfaces, landings and finishes.

They have also been designed for ambulant disabled, including the fire escape stairs.

Corridor and lobby design

All corridors within the buildings comply according with their specific uses and with Approved Document Part M in terms of size, lighting, materials, signings, doors and colours etc.

There are no changes in level to any corridors and width is consistent. Vision panels in corridor doors will be designed to allow people, both seated or standing, to be seen.

Pull handles will only be fitted on the pull side of doors and fingerplates will be fitted on the push side. This assists all users, but especially people with learning difficulties and people with visual impairments. Handles will not extend down to floor level since this type of handle can become caught in the footplates or wheels of a wheelchair.

There is adequate space between lobby doors for a wheelchair user to clear one door before opening the next.

6.7 Accessible & adaptable dwellings

6.6.1 Car parking and drop-off

Parking space

Parking spaces are located within the internal parking court as well as exterior spaces. Disabled parking spaces have a clear access zone of 1200mm to one side.

Drop-off point

The drop off point is close to the principle communal entrance in Building A and is level with a suitable ground surface.

6.6.2 Communal Entrance

Principal Communal Entrances

The principle communal entrance has a level landing 1,500mm x 1,500mm directly outside and clear of any door swing. This will be covered to a minimum of 1200mm width and 900mm depth. Lighting will use fully diffused luminaries that are activated automatically by a dusk to dawn timer or a motion detector. The entrance door (including double doors) has a minimum clear opening width of 850mm, and a 300mm nib is provided to the leading edge of the door, in accordance with diagram 2.2. Door entry controls will be mounted 900-1,000mm above finished ground level, and at least 300mm away from any projecting corner.

Other communal doors

All other communal doors have a minimum clear opening width of 850mm, and a 300mm nib will be provided to the leading edge of the door, in accordance with diagram 2.2. Door entry controls will be mounted 900-1,000mm above finished ground level, and at least 300mm away from any projecting corner.

6.6.3 Communal lifts & stairs

Communal lifts

2no. 13 person lifts (of which 1no. is a fire fighting lift) with a car size of 1,600mm wide and 1,400mm deep inside are provided to buildings B, C, D and E, and 2no. lifts are provided to building A. Each lift has a clear landing of 1,500mm x 1,500mm directly in front of the lift door at every floor level, a door clear opening width of at least 800mm and meet BS EN 81-70:2003. Landing and car controls will be 900-1,200mm above the car floor and a minimum of 400mm from the inside of the front wall.

Communal stairs

Each building is served by one communal stair core which meets the requirements of Approved Document Part K for a general access stair. Additional escape stairs are provided from the podium amenity levels, which will also meet the requirements of Approved Document Part K.

6.6.4 Private entrances

Principal private entrance and alternative entrance

The principle private entrance to each apartment will have a level landing 1,200mm x 1,200mm directly outside. This will be covered to a minimum of 900mm width and 600mm depth. Lighting will use fully diffused luminaries that are activated automatically by a dusk to dawn timer or a motion detector. The entrance door (including double doors) has a minimum clear opening width of 850mm, and a 300mm nib is provided to the leading edge of the door, in accordance with diagram 2.2.

Other external doors

All other doors connected to the dwelling will have a minimum clear opening width of 850mm, and a 300mm nib is provided to the leading edge of the door, in accordance with diagram 2.2.

6.6.5 Circulation areas & doorways

Door and hall widths

The minimum clear width of every hall or landing is 900mm. Localised obstructions will not occur opposite or close to a doorway and the corridor will not be reduced below 750mm width at any point. The clear opening widths will conform to those set by Approved Document M and a 300mm nib will be provided to the leading edge of every door within the entrance storey.

Private stairs and changes of level within the dwelling

Access to all rooms and facilities within the entrance storey will be step-free, with no level changes. The stair from the entrance storey to the storey above will have a minimum clear width of 850mm when measured above the pitch line of the treads. All stairs meet the provisions of Part K for private stairs.

6.6.6 Habitable rooms

Living, kitchen and eating areas

Within the entrance storey of all dwellings there is a living area. A minimum of 1,200mm clear space is provided in front and between all kitchen units and appliances.

Bedrooms

Every bedroom has a clear access route, minimum of 750mm wide from the doorway to the window, and at least one double bedroom will provide a clear access zone a minimum of 750mm wide to both sides and the foot of the bed. Other double bedrooms have a clear access zone minimum of 750mm wide to one side and the foot of the bed.

6.6.7 Sanitary facilities

General provisions

All walls, ducts and boxing to the WC/Cloakroom, bathroom and shower rooms will be strong enough to support adaptations that could impose a load of up to 1.5N/m2.

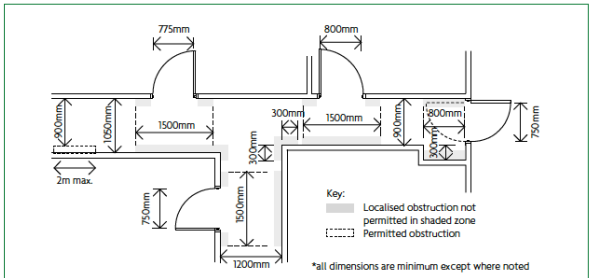


Diagram 2.3 Minimum door and hall widths and restrictions on localised obstructions

WC facilities on the entrance storey

Every dwelling will have a room that provides a WC and basin on the entrance storey. In two storey dwellings, with one or two bedrooms, the WC meets the provisions of diagram 1.3 and the basin does not impede access to the WC.

The door to the WC will open outwards.

Bathrooms

Every dwelling has a bathroom that contains a WC, a basin and a bath, that is located on the same floor as the double bedroom.

6.6.8 Services and controls

Consumer units will be mounted so that the switches are between 1,350mm and 1,450mm above floor level. Switches, sockets and controls will have their centre line between 450mm and 1,200mm above floor level and a minimum of 300mm from an inside corner.

The handle to at least one window in the principle living area is located between 450mm and 1,200mm, or a remote opening device will be fitted. Handles to other windows will be located between 450mm and 1,400mm above floor level, or a remote opening device will be fitted.

Boiler controller will be mounted in an accessible location between 900mm - 1,200mm above finished floor level.

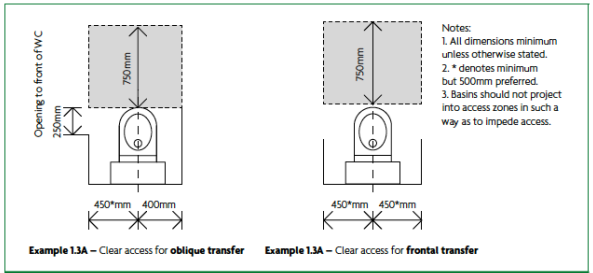


Diagram 1.3 WC access zones

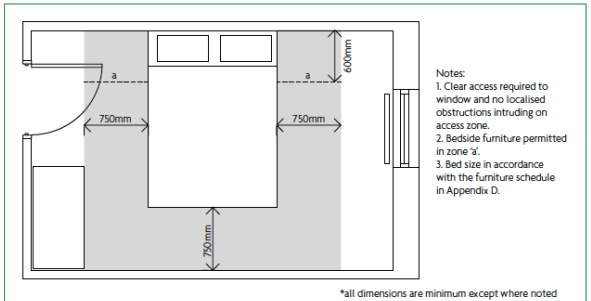
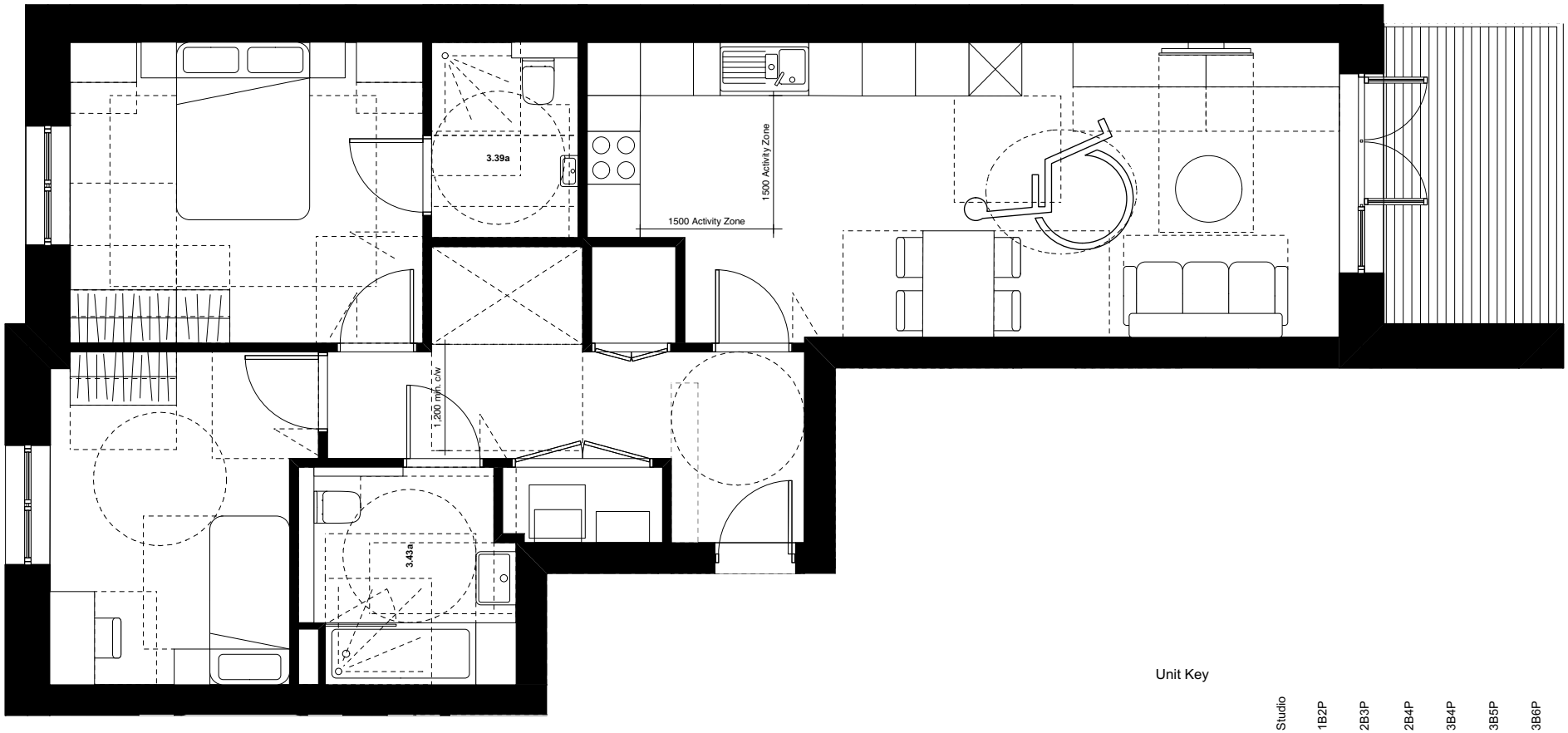


Diagram 2.4 Clear access zones to principal bedroom

6.7.1 M4(3) - 2B3P apartment 1:50 @ A3



Unit Key

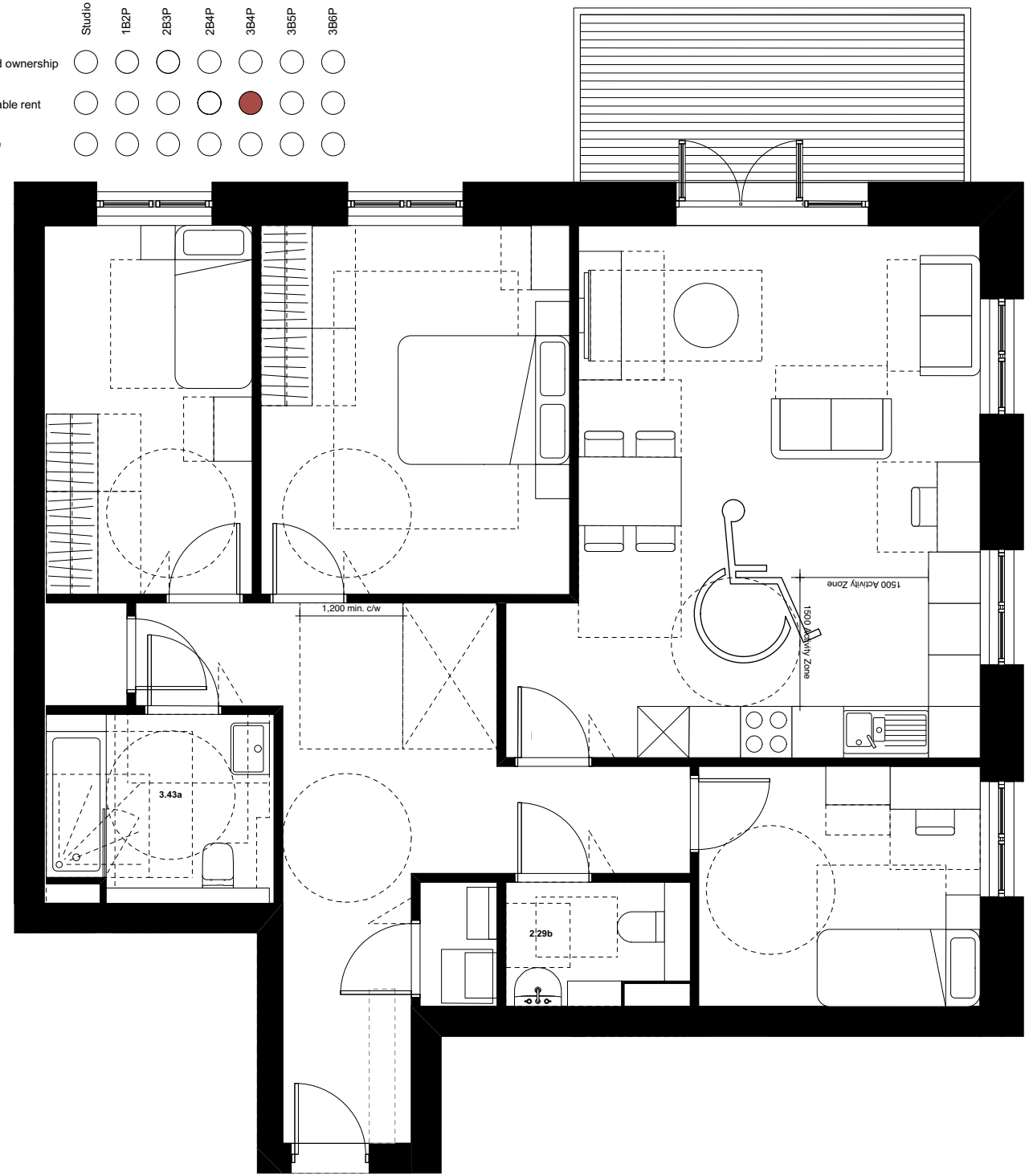
	Studio	1B2P	2B3P	2B4P	3B4P	3B5P	3B6P
Shared ownership	○	○	●	○	○	○	○
Affordable rent	○	○	●	○	○	○	○
Private	○	○	●	○	○	○	○

0m 2m
1m 5m

6.7.2 M4(3) - 3B4P apartment 1:50 @ A3

Unit Key

	Studio	1B2P	2B3P	2B4P	3B4P	3B5P	3B6P
Shared ownership	○	○	○	○	○	○	○
Affordable rent	○	○	○	◐	●	○	○
Private	○	○	○	○	○	○	○



0m 2m 1m 5m

Introduction
Context
Design process
Design response
Landscape
Access
7.0 Appendices

7.1 Sustainability checkpoint assessment

Stage 0
Guidance
Obtain information about the site and / or structures for constraints and opportunities
'Awareness' stage and setting the sustainability context for the project.
Review client requirements to distill their sustainability aspirations and the expected building lifespan against which capital costs should be balanced against costs in use.
Identify potential for cost effective enhancement of client aspirations.
Review options for formal assessment of aspects of sustainability and/or energy performance (e.g. BREEAM, LEED, Passivhaus). If the project is a component of a larger scheme, ensure that targets support and are consistent with any overarching sustainability assessment methodologies. Establish timetable for associated assessor appointment and early stage actions.
Client to consider appointing or identifying a client sustainability advocate (in senior management position) and/or appointing a sustainability champion in the design team.
Assess environmental opportunities and constraints of potential sites and building assets including sufficient iterative modeling to support conclusions of feasibility studies.
Initial consultation with stakeholders, identification of local planning sustainability requirements and appraisal of existing building, social, transportation, water, energy, ecological and renewable resources, including the need for pre-construction or seasonal monitoring or surveys.
Commission surveys of existing buildings to be retained (including condition, historic/ townscape significance, materials and components for recycling), services, noise, vibration, renewable energy resources, ecology, geology, etc. as required) to inform the brief.
Identify potential funding sources and their eligibility criteria.
Review relevant current and emerging EU, national and local sustainability policy and legislation and analyse implications on build, environmental and performance targets.
Identify and understand final occupants' needs to help to establish user patterns, energy profile and performance standards required.
Client to consider the formal adoption of a Soft Landings approach to the project (www.bsria.co.uk/services/design/soft-landings/).
Client to consider appointing a Soft Landings champion.
Client to consider merits and protocols of using a building information model (BIM) to help deliver sustainability aims.

Sustainability checkpoint	Check	Comments
Has the site information letter been sent, any response entered onto the site information record and disseminated to other consultants?	✓	
Ensure that a strategic sustainability review of client needs and potential sites has been carried out, including reuse of existing facilities, building components or materials.	✓	

✓ Completed

– Partially complete (see comments)

✗ Not complete (see comments)

Sustainability checkpoints are from RIBA Plan of Work 2013 and guidance notes originate from the 2011 Green Overlay to the RIBA Outline Plan of Work, supplemented with Assael Architecture's procedural guidance.

Guidance notes and checkpoint assessments are for the attention and implementation of the entire project team, including the client, and should be part of all stage reports.

Stage 1
Guidance
Obtain screening letter from planning authority to verify sustainability requirements.
Include a simple description in the brief of the internal environmental conditions the client requires.
Involve the client's facilities management team and review past experience (good and bad) in a spirit of openness in order to set environmental and performance targets that are useful, measurable, challenging but achievable and unambiguous. Targets should include both regulated and unregulated energy.
Develop water efficiency strategies to establish similarly robust performance targets.
Agree how to measure performance in use, what incentives there will be to achieve performance objectives and what action is appropriate if anything falls short.
Develop potential energy strategies for the site including iterative estimated energy demand calculations, options for renewables and implications on building/ site design (e.g.sufficient plant space).
Set out SUDS and surface water retention requirements.
Develop a brief for specialist environmental sub-consultants (e.g. wind monitoring consultant, ecologist).
Consider Climate Change Adaptation criteria and future performance standards.
Set out any future uses or reconfiguration to be accommodated.
Ensure that competence of potential design team members matches the client's sustainability aspirations. The team should be balanced, with members of similar competence and commitment and with complementary contracts of engagement.
Client to start the Site Waste Management Plan (SWMP) to enable designers to record decisions made to reduce waste as the project progresses.

Sustainability checkpoint	Check	Comments
Has the site information letter been sent, any response entered onto the site information record and disseminated to other consultants?	✓	
Confirm that formal sustainability targets are stated in the Initial Project Brief.	✓	
Confirm that environmental requirements, building lifespan and future climate parameters are stated in the Initial Project Brief.	✓	
Have early stage consultations, surveys or monitoring been undertaken as necessary to meet sustainability criteria or assessment procedures?	✓	Yes sustainability consultant appointed.
Check that the principles of the Handover Strategy and post-completion services are included in each party's Schedule of Services.	✓	
Confirm that the Site Waste Management Strategy has been considered.	✓	Yes waste consultant appointed.

Stage 2		
Guidance		
Set out site scale environmental design criteria (e.g. solar orientation, overshadowing, SUDS, waste). Consider the design of the space between buildings as well as the buildings themselves. Consider the need for and scale of private, semi-private and public external space. Establish maximum plan depths to achieve desired levels of natural ventilation, daylight and view. Design for build-ability, usability and manageability. Consider the impact of complexity of form on thermal performance, airtightness, and inefficient/wasteful use of materials. Establish an appropriate glazing proportion and shading strategy for each orientation to provide good levels of daylight while avoiding excessive glare, solar gain or heat loss. Establish appropriate element thicknesses to achieve U-values required by energy strategy. Check that materials and construction approach will provide a level of thermal mass that is appropriate to the environmental design strategy. Refine and review design decisions to minimise quantity of materials used and to minimise construction waste (for guidance, see www.wrap.org.uk/designingoutwaste). Review the embodied impacts of materials and construction approach in the context of the building's lifespan. Avoid design solutions that inhibit adaptation and alternative use of the building or its components and materials. Take particular care to avoid short- and long-term damage to retained traditional building fabric from ill-considered upgrade interventions. Ensure that design implications of any components essential to the success of a sustainability strategy are understood across the design team (e.g. space for fuel deliveries and waste handling, roof collector area and orientation, location and size of rainwater harvesting tanks, SUDS attenuation, etc.). Refine energy and servicing strategy, incorporating energy efficient services design and design techniques. Carry out sufficient compliance or advanced modeling to prove the design concept before freezing the design (e.g. SBEM/SAP/PHPP (Passivhaus Planning Package) or dynamic modeling). Audit the emerging design against project's sustainability agenda and targets. Set up a programme of intermediate evaluations and reality checks involving stakeholders and key users as well as the design team.		
Sustainability checkpoint	**Check**	**Comments**
Confirm that formal sustainability pre-assessment and identification of key areas of design focus have been undertaken and that any deviation from the Sustainability Aspirations has been reported and agreed.	☑	
Has the initial Building Regulations Part L assessment been carried out?		
Have 'plain English' descriptions of internal environmental conditions and seasonal control strategies and systems been prepared?		
Has the environmental impact of key materials and the Construction Strategy been considered?		
Has resilience to future changes in climate been considered?		

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