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



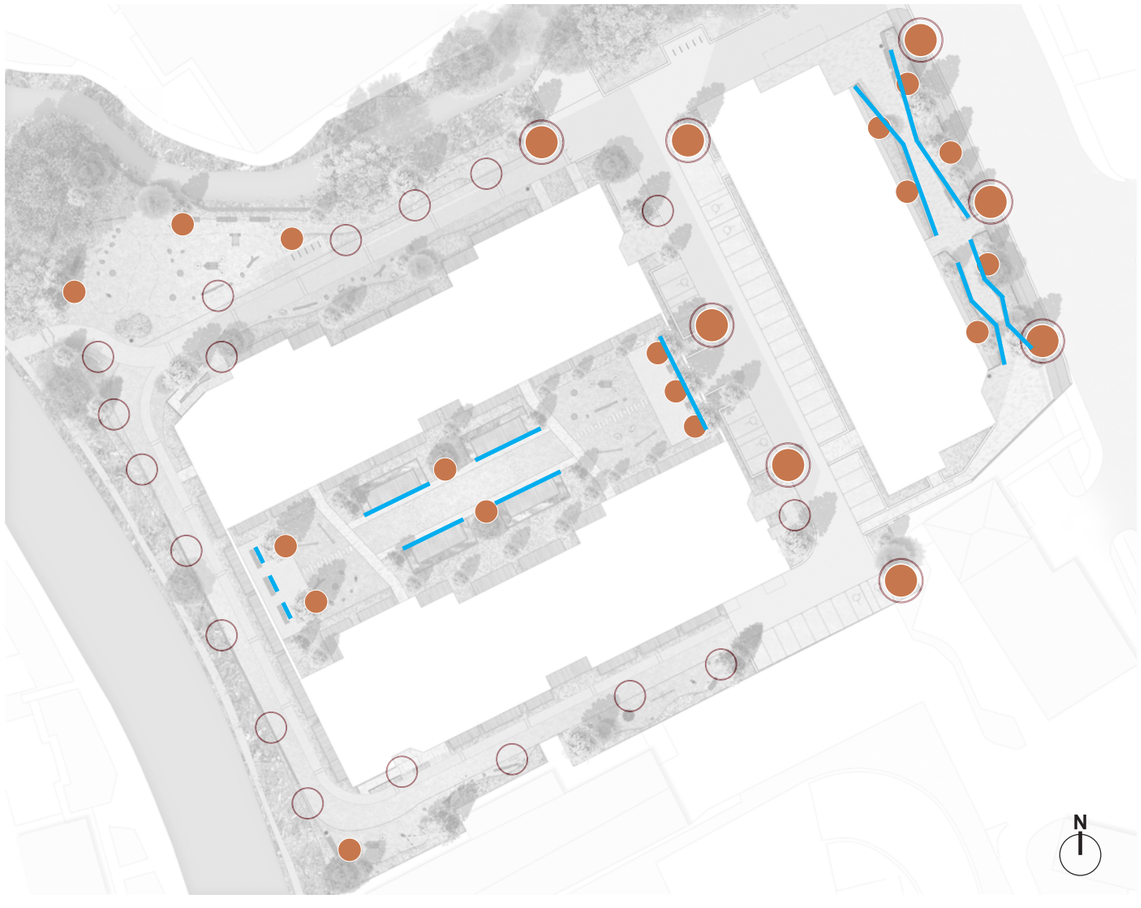
Play equipment
Way finding sign
Litter bin
Bench
Fob access gate
Kissing gate

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 streetscape.

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.

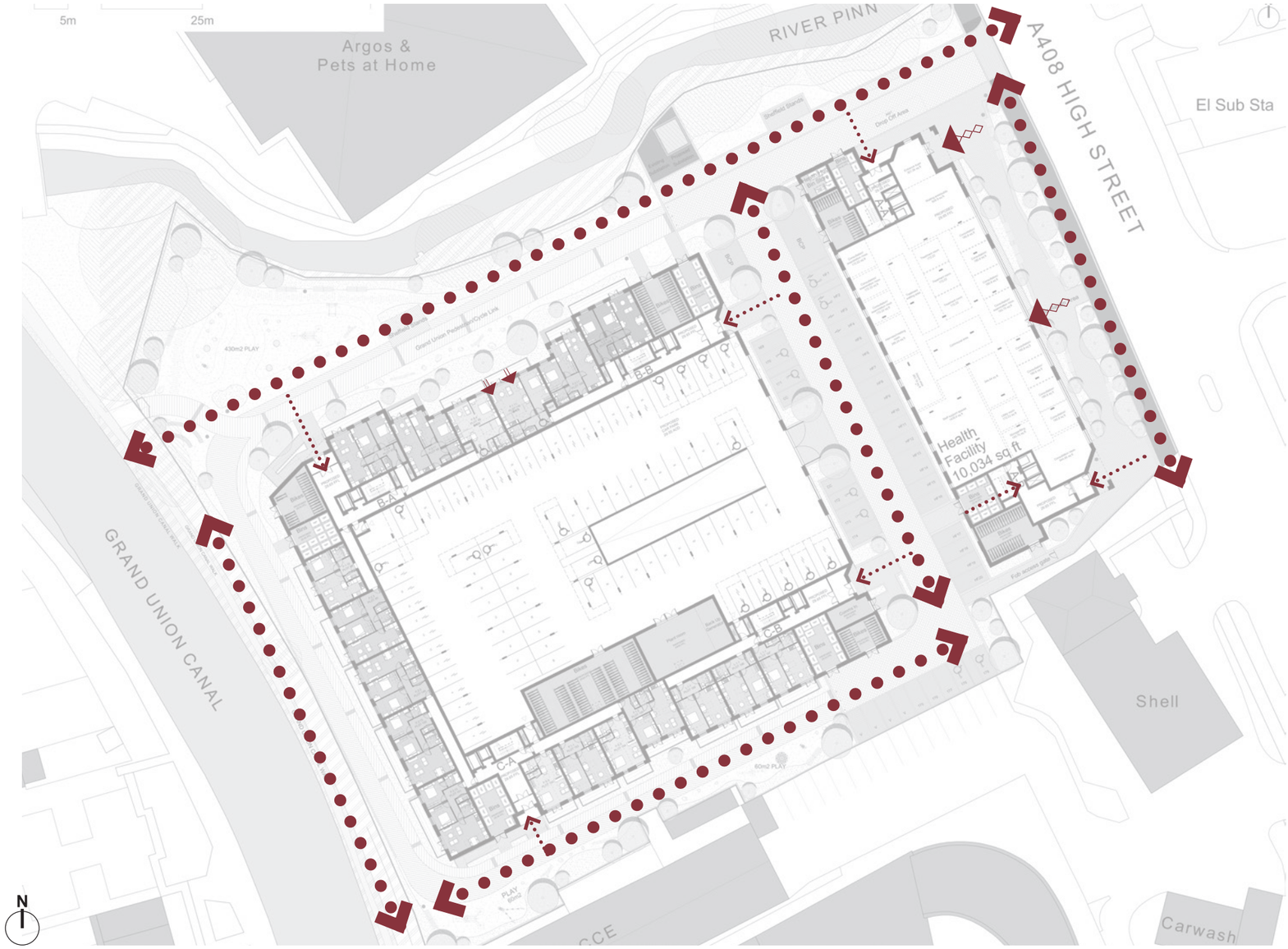
As a result of high-quality design and public realm, residents' lifestyle and travel behaviour will change. Improvements to the pedestrian and cycle network, in addition to the borough's well-connected public transport network, will encourage sustainable travel modes to be adopted amongst residents, 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

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 wihtin 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.

An ambulance space is proposed along the access road just off from Yiewsley High Street. All servicing to all buildings will happen from within the site boundary to alleviate pressure on the High Street.

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, with 1 extra space for an ambulance drop off. 4no. visitor and 2no. car club spaces have been proposed.

6.1.5 Cycle storage

The total no. of cycle spaces proposed is 470no. 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 20no. Sheffield spaces within the public realm.

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.

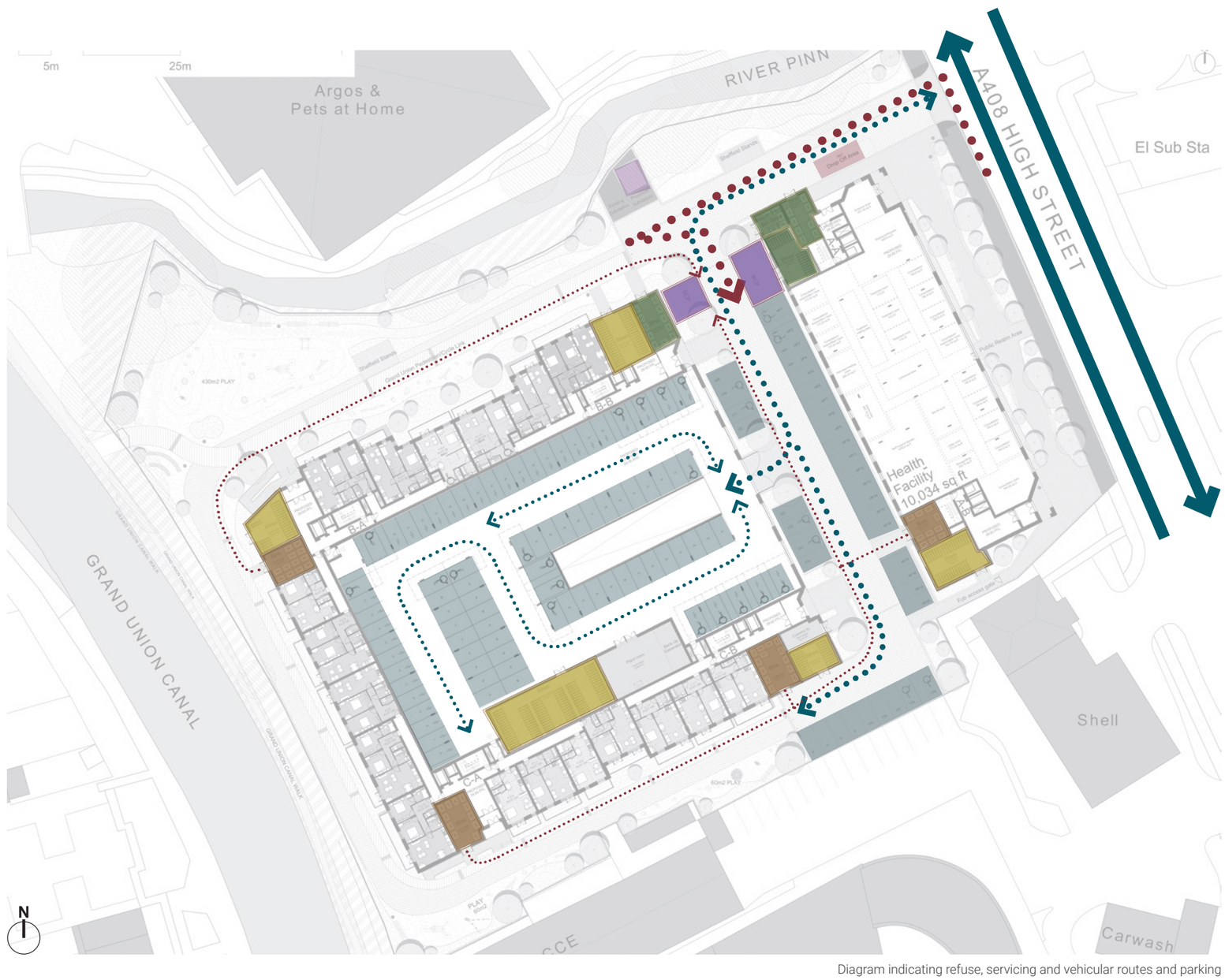
6.1.7 Servicing strategy

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
- Ambulance space
- 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

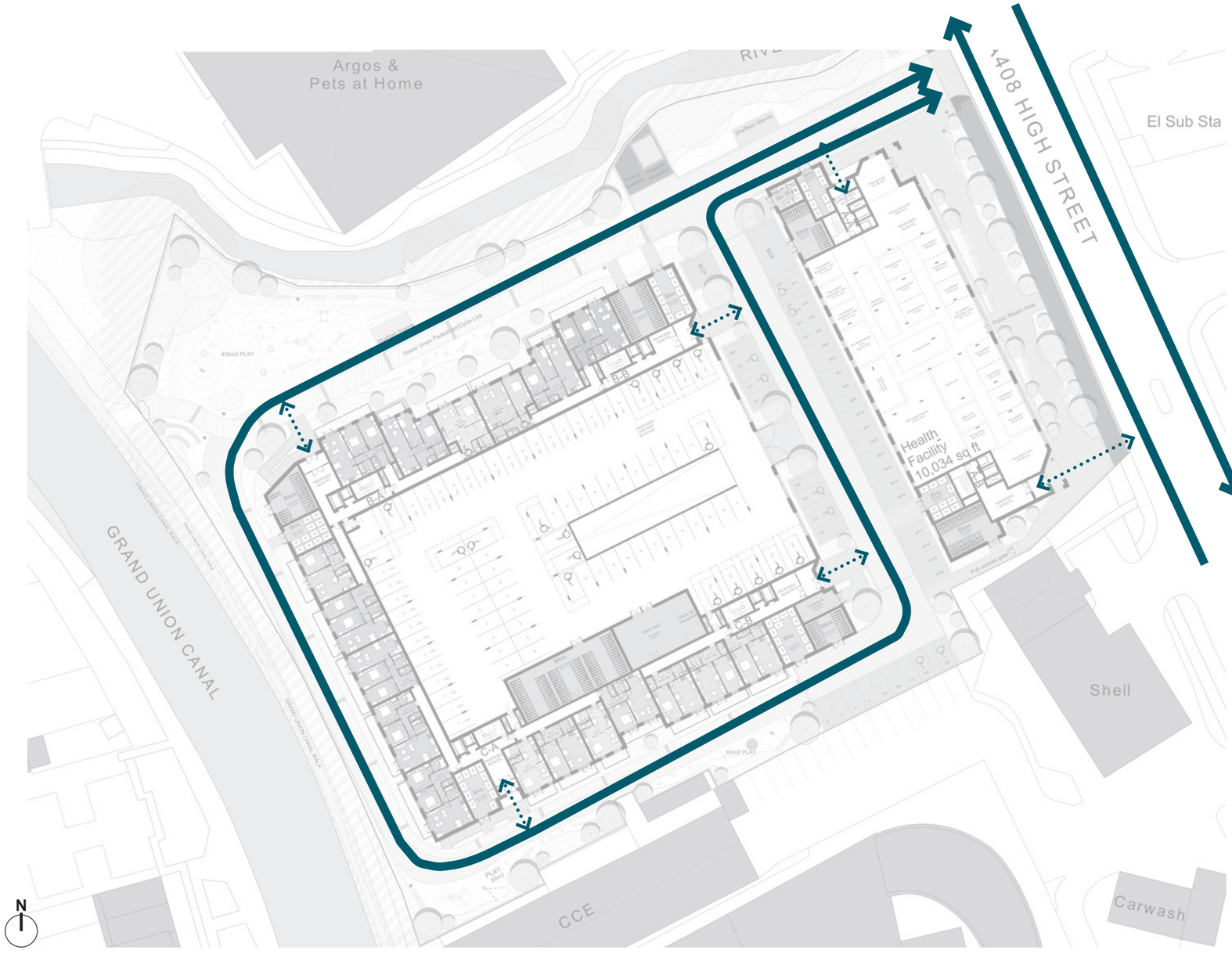
The diagram adjacent displays the path of the emergency fire tender route. The loop has been tracked and these diagrams can be seen within the transport report. The ground condition of the access route consists of a hard-standing stone path with turf mesh reinforced crates.

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.



Fire tender tracked route

Proposed dry riser inlet locations

Diagram indicating tracked fire tender route and dry riser inlet locations