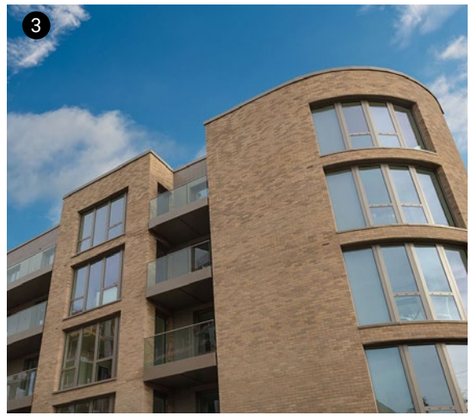
2.14 Local material palette

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



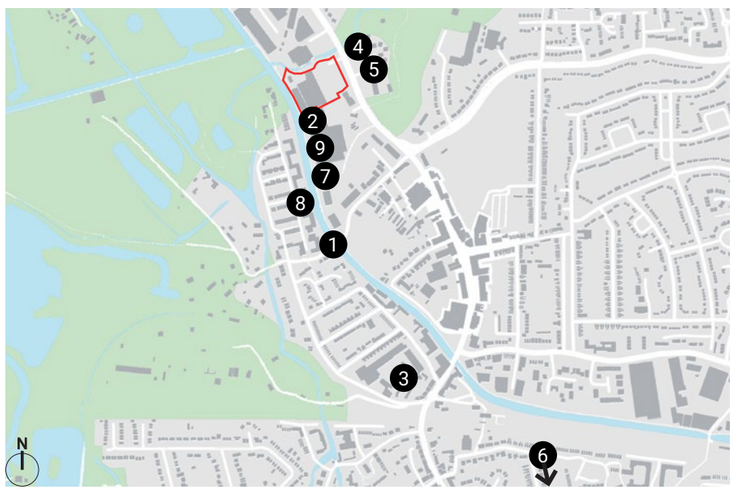




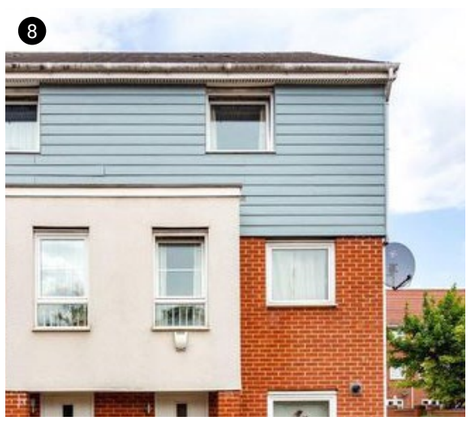


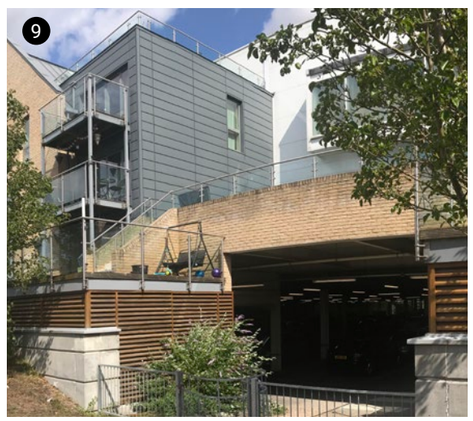












Introduction

Context

3.0 Design process

Design response

Landscape

Access

Appendices

Design process

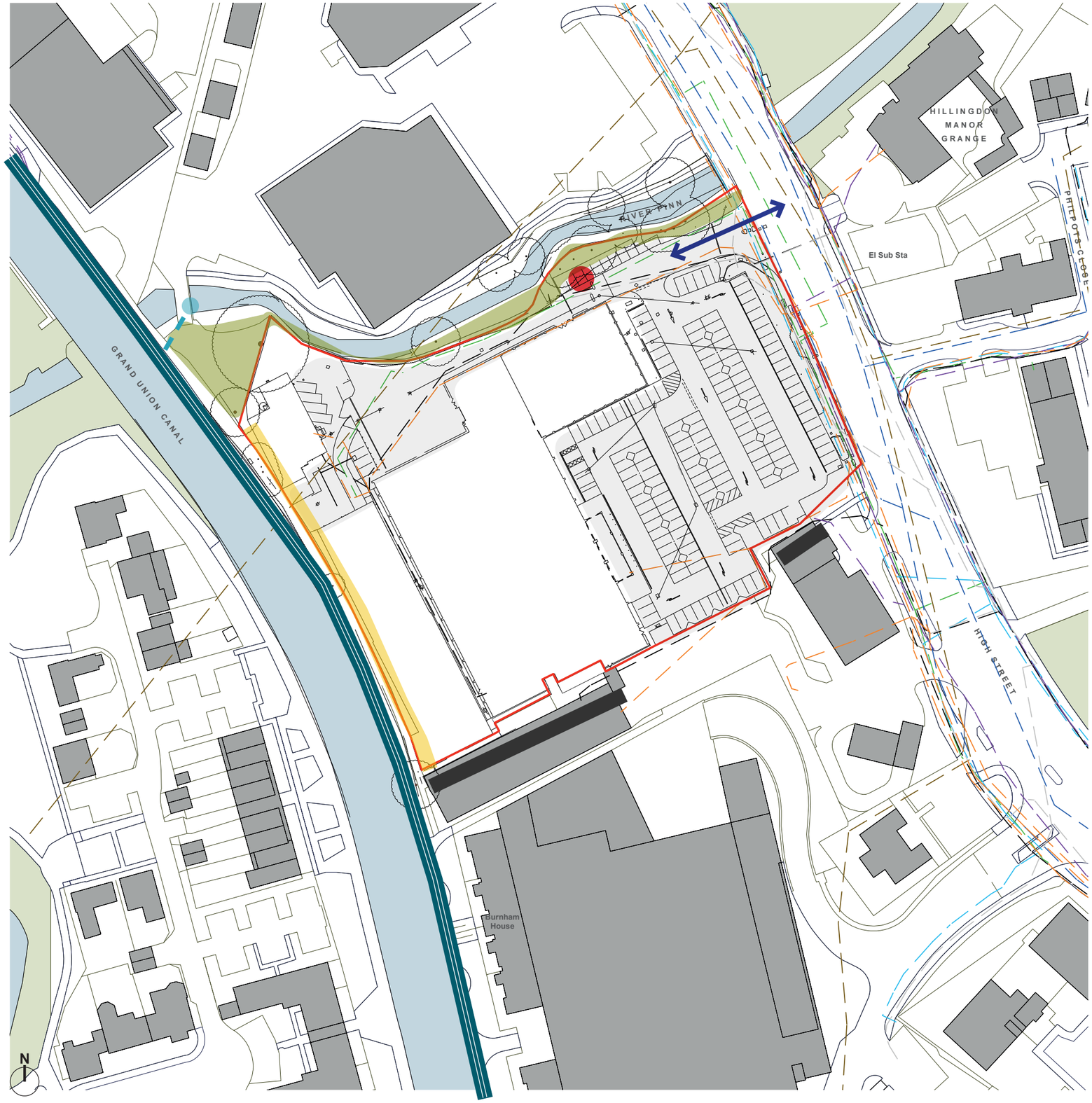
3.1 Introduction

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:

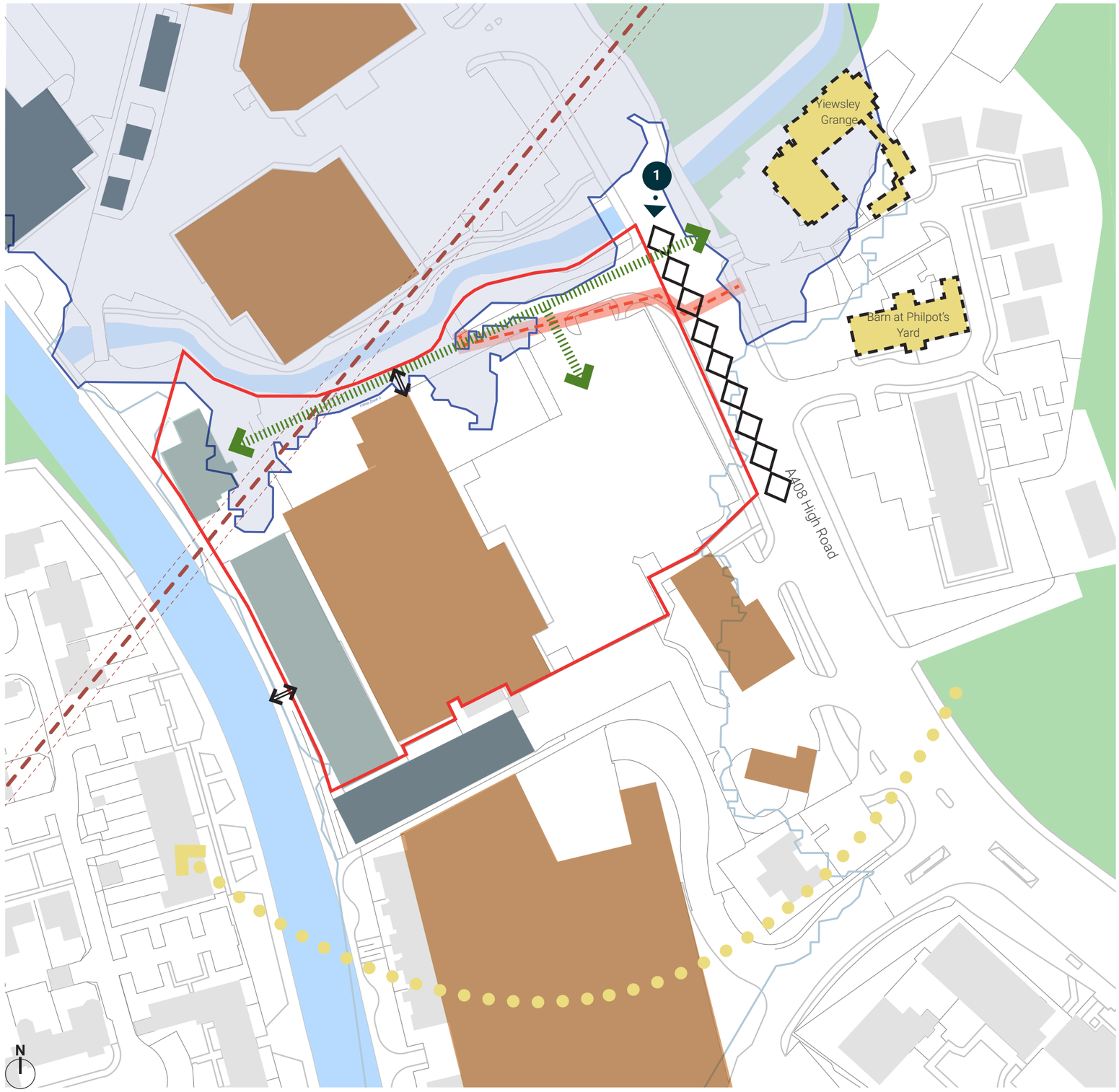
- Water Sewer
- Water Main
- Electric HV
- Electric LV
- BT Media
- Gas
- Virgin Media
- Foul sewer
- Planning application boundary
- Canal-side edge
- Existing Substation
- Hard landscape
- Hard landscape
- Adjacent site buildings on site boundary
- Arboriculture and Green space
- Vehicular access and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

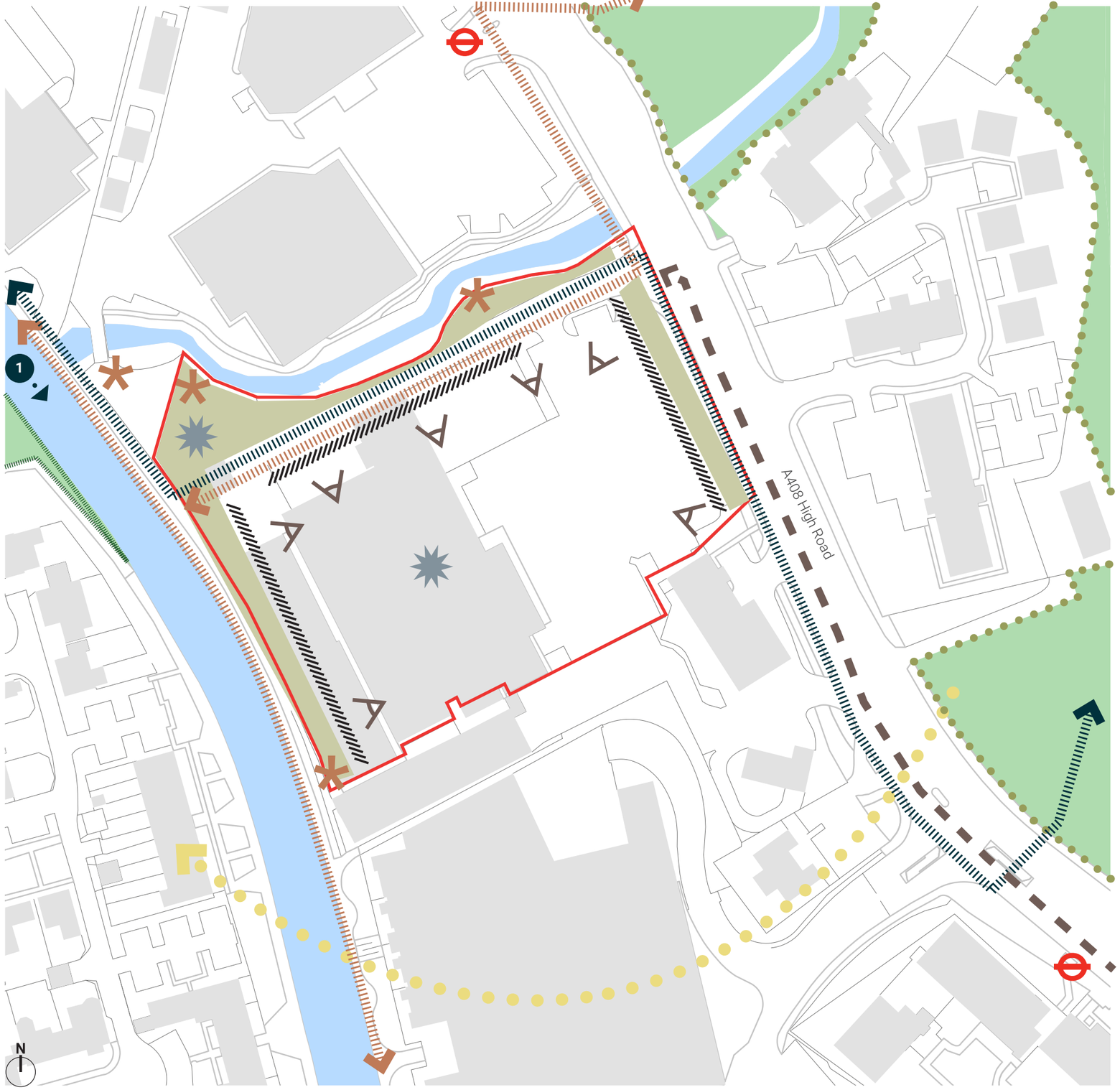
- Site boundary
- Thames Sewer
- HV Cable
- Flood zone 2
- Flood zone 3
- Sun path
- Existing access routes
- Close proximity to waterway
- Noise and air pollution
- Retail
- Existing commercial (non-industrial or retail)
- Existing offices / light industrial
- Listed buildings (Grade II)

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

3.5 Design concept

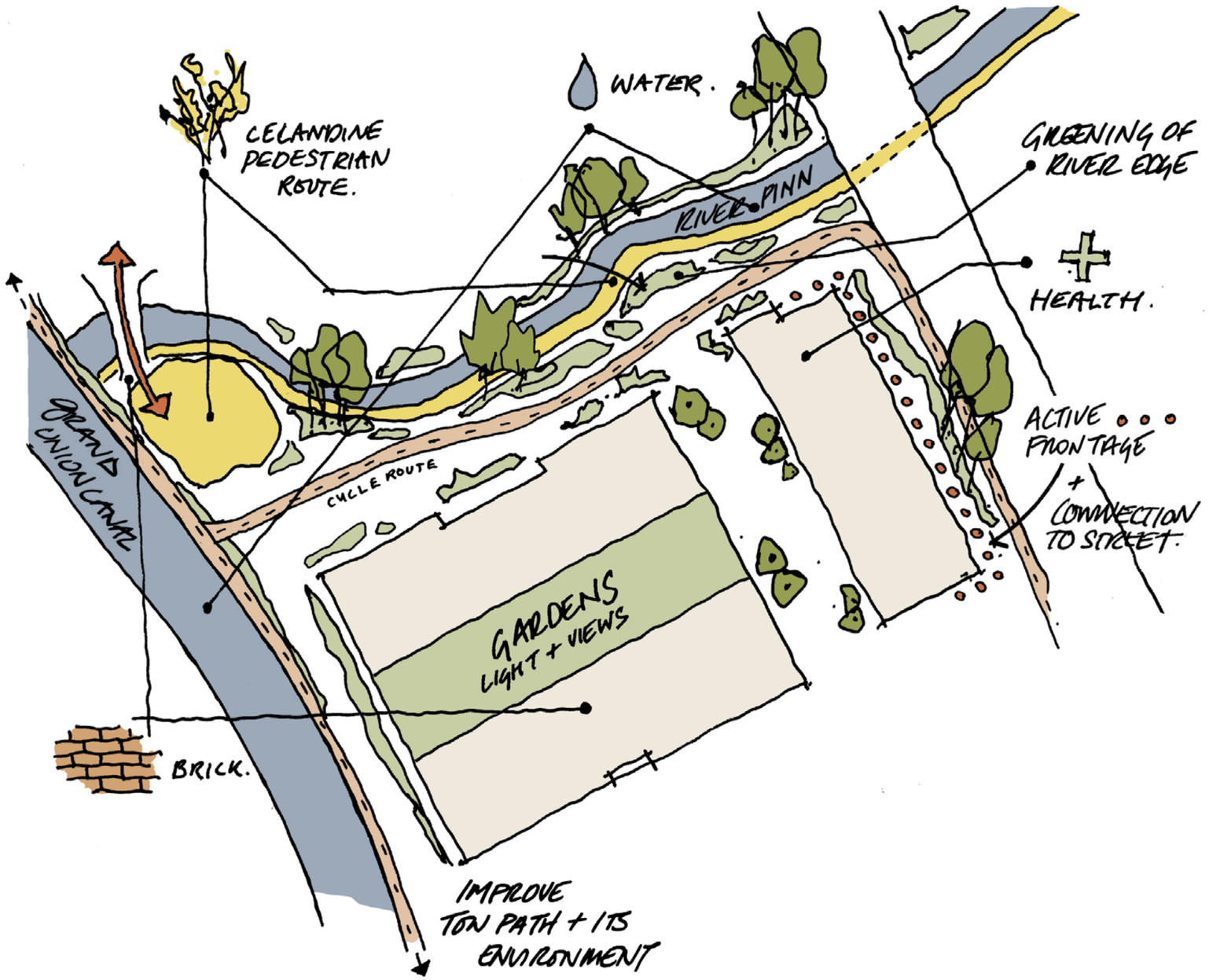
3.5.1 Design principles

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.

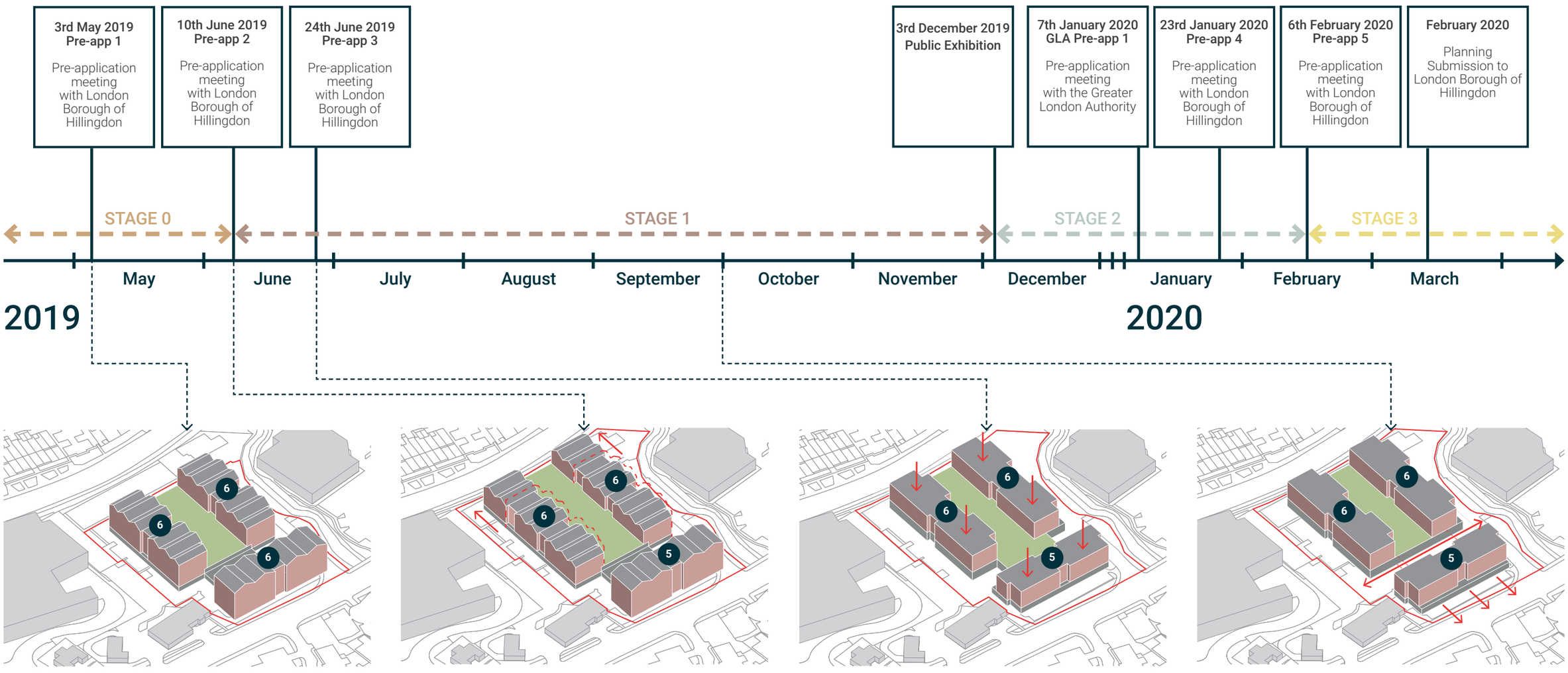
The design approach follows the key principles below, which have been developed in discussion with Hillingdon Council, the Greater London Authority, local residents, the public and other key stakeholders:

- 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



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

Design process

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

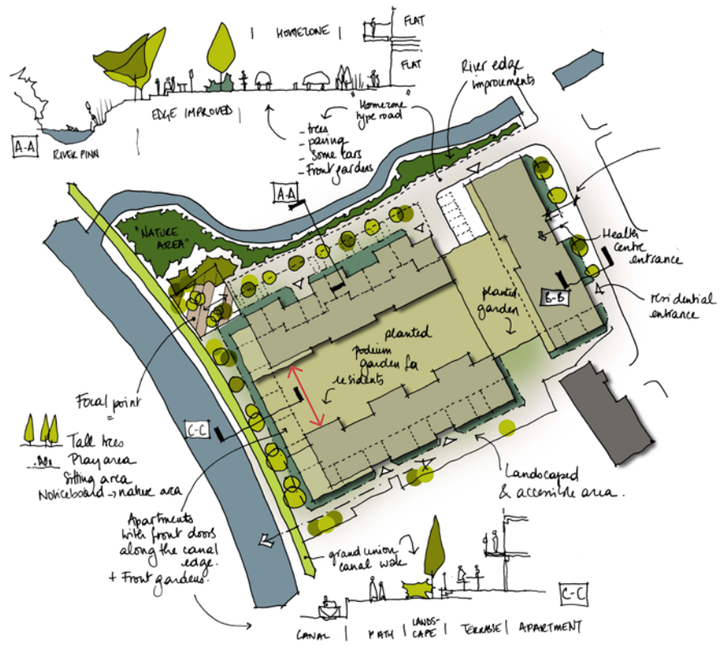
Total Units: 236 units
Affordable Units - 35%

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

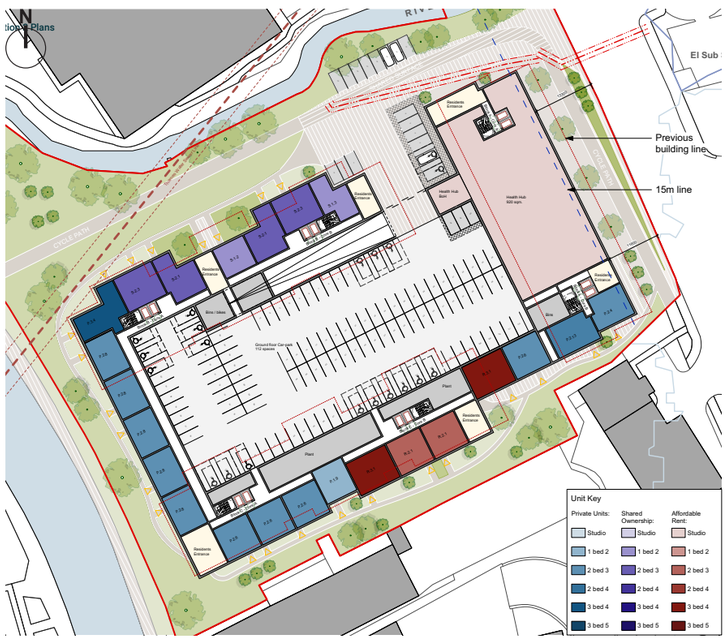
Total Units: 241 units
Affordable Units - 35.1%

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.
- 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

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

3.6.4 Public exhibition -3rd December 2019

Summary of proposals

Total Units: 235 units
Affordable Units - 35.2%

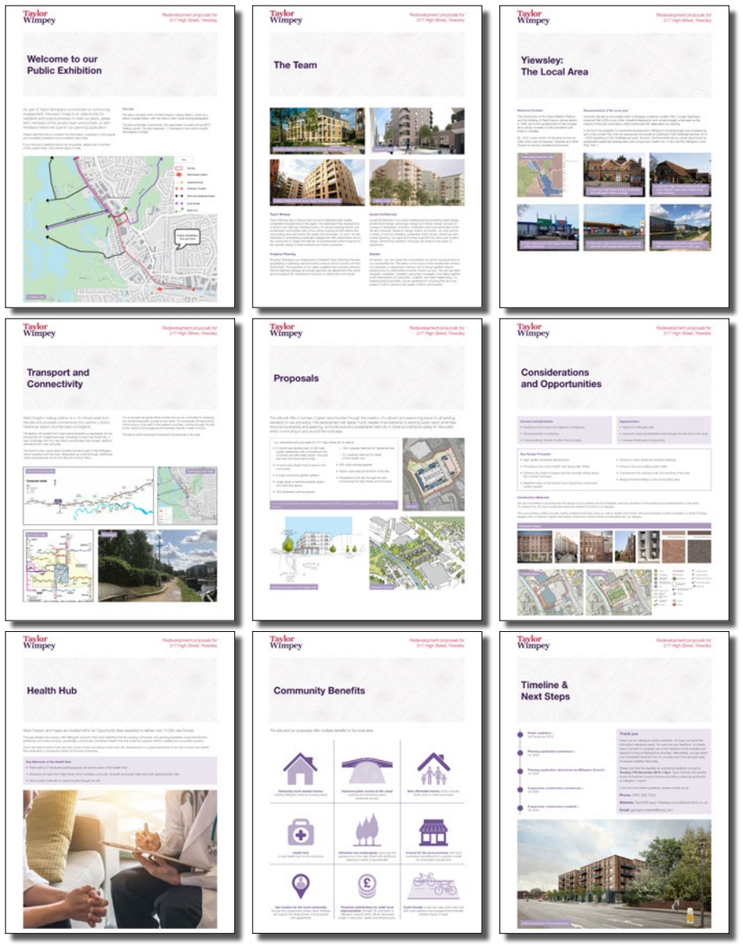
Health facility:
936 sqm / *10,080 sqft* - set over 1 floor

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