HAYES END ROAD

HAYES, LONDON
DESIGN AND ACCESS STATEMENT
DECEMBER 2020

ON ARCHITECTURE

bugler HOMES



Hayes End Road: Design and Access Statement

This Design and Access Statement has been prepared by On Architecture on behalf of Bugler Homes Limited.

This document has been designed to be printed double sided at A3 (landscape).

Prepared by	
Checked by	NL
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This Design & Access statement has been produced by On Architecture on behalf of the client, Bugler Homes Limited, to set out the development parameters, design rationale and general principles informing a developed proposal at Hayes End Road, Hayes, London.

The purpose of this document is to explain the design principles and concepts that have informed the proposals for this site, whilst providing further detail and explanation of the drawings submitted for planning application.

This Design and Access statement should be read in conjunction with the set of Architectural Drawings of the proposal.

01 Introduction

Hayes End Road

PROJECT OVERVIEW

This Statement accompanies a detailed planning application for the construction of residential accommodation, including 1, 2 and 3 bed apartments proposed at Hayes End Road, Hayes. The aim is to explain how the proposed development is a suitable response to the site and its setting and demonstrates the commitment of the land owners and designers to achieving Good Design and meeting the requirements of planning policy, legislation and good practice guidance.

This Statement describes the design ethos and architectural principles underpinning the use, amount, appearance, landscaping, layout, access and scale and should be read in conjunction with our drawings and the survey information submitted with the planning application. It demonstrates how all potential users, regardless of disability, age or gender can enter the development and move around it and use its facilities.

THE BRIEF & PROPOSAL

On Architecture has been appointed by Bugler Homes Ltd to undertake the architectural services relating to the proposed redevelopment of the application site.

The initial brief was established by Bugler Homes Ltd and has been developed through discussions and design reviews with the consultant team and consultation with the local planning authority, which included the presentation of detailed site appraisals and were instrumental in the development of the current design proposals. The aims are:

- Provide much needed housing for the Borough
- Attractive landscaping surrounding and connecting to the landscape character, within the immediate vicinity
- To create buildings of high visual interest and high architectural quality

APPLICANT AND DESIGN TEAM

Extensive collaboration has taken place throughout the design of this scheme and our client has appointed an experienced design team to ensure that all aspects of the proposal have been fully considered.

CLIENT
Bugler Homes Limited

DAYLIGHT/SUNLIGHT CONSULTANT
Herrington

ECOLOGY CONSULTANT
The Ecology Consultancy

ACOUSTIC CONSULTANT
Acoustic Associates Sussex Ltd

ARCHITECT
On Architecture

FLOOD RISK & DRAINAGE CONSULTANT
DHA Transport

CONTAMINATED LAND ASSESSMENT
Aviron

VIABILITY CONSULTANT
ULL Property

PLANNING CONSULTANT
ROK Planning

TRANSPORT CONSULTANT
DHA Transport

AIR QUALITY CONSULTANT
Gem Air Quality

02 Hayes End Road

Assessment

SITE LOCATION

The site extends to 0.2 hectares, and is located on the western side of Hayes End Road, located near to entrance of Uxbridge Road. The existing site comprises single storey and two storey commercial buildings, with a two storey brick building fronting Hayes End Road with single storey double height industrial / warehouse buildings behind, which enclose a yard and car parking area. The surface of the site is covered in concrete hard-standing.

To the north west of the site is a 4 storey apartment building called 'Murray Grey House' and another to the north east, a 3 storey apartment building called 'Charolais House'. To the east is a 3 storey apartment block called 'Thurbin House'. To the south of the site is 3 storey car garage and used car dealership, which is neighboured by a 3 storey office block to the south west, which is being converted to residential under permitted development rights. On the west of the site there are commercial units, which has a submitted scheme designed by On Architecture.

The site does not fall within a Conservation Area.



Red boundary line indicates application site

Image courtesy of Google

Photographs of the application site are set out below:





Neighbouring building to north of site



View from the north side of the site on Hayes End Road



View from the south side of the site on Hayes End



Slight view of site on Hayes End Road from Uxbridge Road

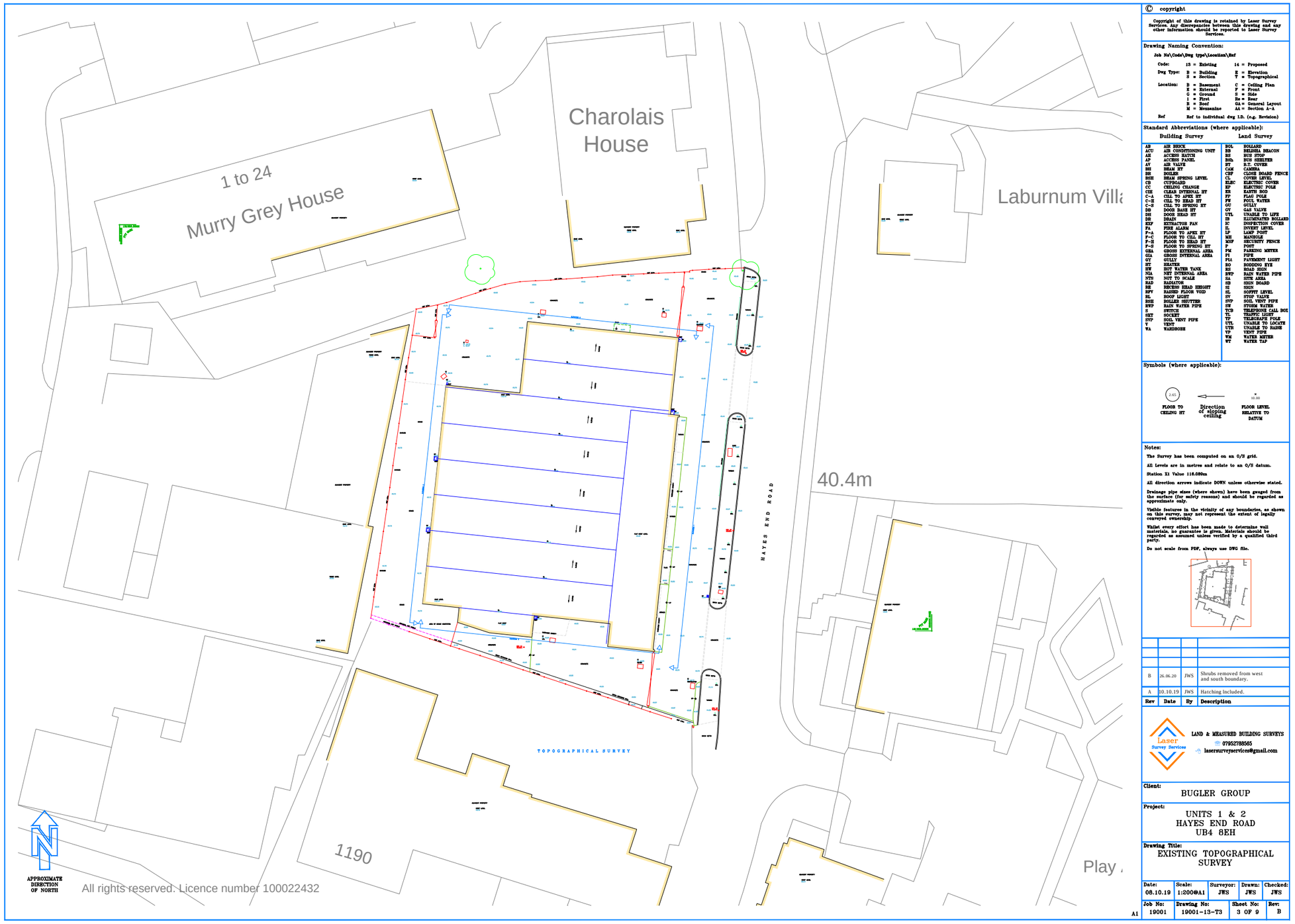


View of Thurbin House, opposite the site



View of Hart House, neighbouring Thurbin house to the south

EXISTING SITE PLAN



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Drawing Naming Convention:

Job No\Code\Dwg type\Location\Ref

Code: 13 = Existing, 14 = Proposed

Dwg Type: B = Building, S = Section, E = Elevation, T = Topographical

Location: B = Basement, E = External, G = Ground, 1 = First, R = Roof, M = Mezzanine, C = Ceiling Plan, F = Front, S = Side, Re = Rear, GA = General Layout, AA = Section A-A

Ref: Ref to individual dwg I.D. (e.g. Revision)

Standard Abbreviations (where applicable):

Building Survey		Land Survey	
AB	AIR BRICK	BOL	BOLLARD
ACU	AIR CONDITIONING UNIT	BS	BELISHA BEACON
AH	ACCESS HATCH	BS	BUS STOP
AP	ACCESS PANEL	BSh	BUS SHELTER
AV	AIR VALVE	BT	B.T. COVER
BH	BEAM HT	CAM	CAMERA
BH	BOILER	CBF	CLOSE BOARD FENCE
BSH	BEAM SPRING LEVEL	CL	COVER LEVEL
CB	CUPBOARD	ELEC	ELECTRIC COVER
CC	CEILING CHANGE	EP	ELECTRIC POLE
CH	CLEAR INTERNAL HT	ER	EARTH ROD
C-A	CILL TO APEX HT	FP	FLAG POLE
C-H	CILL TO HEAD HT	FW	FOUL WATER
C-S	CILL TO SPRING HT	GU	GULLY
DH	DOOR BASE HT	GV	GAS VALVE
DH	DOOR HEAD HT	UTL	UNABLE TO LIFE
DR	DRAIN	IB	ILLUMINATED BOLLARD
EXF	EXTRACTOR FAN	IC	INSPECTION COVER
FA	FIRE ALARM	IL	INVERT LEVEL
F-A	FLOOR TO APEX HT	LP	LAMP POST
F-C	FLOOR TO CILL HT	MH	MANHOLE
F-H	FLOOR TO HEAD HT	MSF	SECURITY FENCE
F-S	FLOOR TO SPRING HT	P	POST
GBA	GROSS EXTERNAL AREA	PM	PARKING METER
GIA	GROSS INTERNAL AREA	PI	PIPE
GY	GULLY	PLI	PAVEMENT LIGHT
HT	HEATER	RO	RODDING EYE
HW	HOT WATER TANK	RS	ROAD SIGN
NIA	NET INTERNAL AREA	RWP	RAIN WATER PIPE
NTS	NOT TO SCALE	SA	SITE AREA
RAD	RADIATOR	SB	SIGN BOARD
RE	RECESS HEAD HEIGHT	SI	SIGN
RFV	RAISED FLOOR VOID	SL	SOFFIT LEVEL
RL	ROOF LIGHT	SV	STOP VALVE
RSH	ROLLER SHUTTER	SVP	SOIL VENT PIPE
RWP	RAIN WATER PIPE	SW	STORM WATER
S	SWITCH	TCB	TELEPHONE CALL BOX
SKT	SOCKET	TL	TRAFFIC LIGHT
SVP	SOIL VENT PIPE	TP	TELEPHONE POLE
V	VENT	UTL	UNABLE TO LOCATE
WA	WARDROBE	UTP	UNABLE DUE RAISE
		VP	VENT PIPE
		WM	WATER METER
		WT	WATER TAP

Symbols (where applicable):

2.65 FLOOR TO CEILING HT — Direction of sloping ceiling — 10.00 FLOOR LEVEL RELATIVE TO DATUM

Notes:

The Survey has been computed on an O/S grid.

All Levels are in metres and relate to an O/S datum.

Station X1 Value 116.086m

All direction arrows indicate DOWN unless otherwise stated.

Drainage pipe sizes (where shown) have been gauged from the surface (for safety reasons) and should be regarded as approximate only.

Visible features in the vicinity of any boundaries, as shown on this survey, may not represent the extent of legally conveyed ownership.

Whilst every effort has been made to determine wall materials, no guarantee is given. Materials should be regarded as assumed unless verified by a qualified third party.

Do not scale from PDF, always use DWG file.

Rev	Date	By	Description
B	26.06.20	JWS	Shrubs removed from west and south boundary.
A	10.10.19	JWS	Hatching Included.

Laser Survey Services — LAND & MEASURED BUILDING SURVEYS
07952788565
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Client: BUGLER GROUP

Project: UNITS 1 & 2 HAYES END ROAD UB4 8EH

Drawing Title: EXISTING TOPOGRAPHICAL SURVEY

Date:	Scale:	Surveyor:	Drawn:	Checked:
08.10.19	1:200@A1	JWS	JWS	JWS
Job No:	**Drawing No:**		**Sheet No:**	**Rev:**
19001	19001-13-T3		3 OF 9	B

A1

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Wider context

Hayes is a town in the London Borough of Hillingdon which lies between Uxbridge to the west and Southall to the east. Further to the south is Heathrow Airport the international hub for London. Bugler Homes has appointed On Architecture to consider the potential of the site highlighted above in Hayes for a residential led development.



Image courtesy of Google

Key

- Site Application Boundary
- Neighbouring Roads
- Site Road
- Areas of interest

DISTANCE TO PUBLIC GREEN SPACE

Hayes End Recreation Ground - 200m

Park Road Green - 400m

Hayes Park - 500m

Rosedale Park - 530m

Botanic Gardens - 850m

(Approximate measurements taken as a straight line between two points. Based on data from *www.google.co.uk/maps*)

N

CONTEXTUAL STUDY

As part of the site and wider analysis we have looked at the various types and styles of architecture in the immediate context of the site. The site is surrounded by a mix of light industrial, residential, and commercial buildings. The neighbouring roads host a wide range of materials brick, render, timber, plain tile, slate tile. However there is one distinctive architectural feature that is repeated in the immediate area; yellow / red brick. There are numerous examples of yellow / red brick buildings near the site shown below.



CHAROLAIS HOUSE - HAYES END ROAD



LADBURY HOUSE - HAYES END ROAD



MURRAY GRAY HOUSE - NEWPORT ROAD

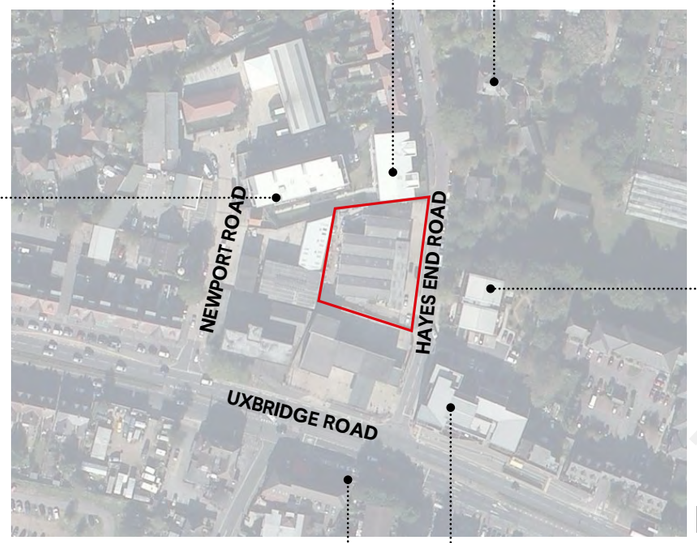


Image courtesy of Google



THURBIN HOUSE - HAYES END ROAD



THE ANGEL PUB - UXBRIDGE ROAD



HART HOUSE - HAYES END ROAD

03

Hayes End Road

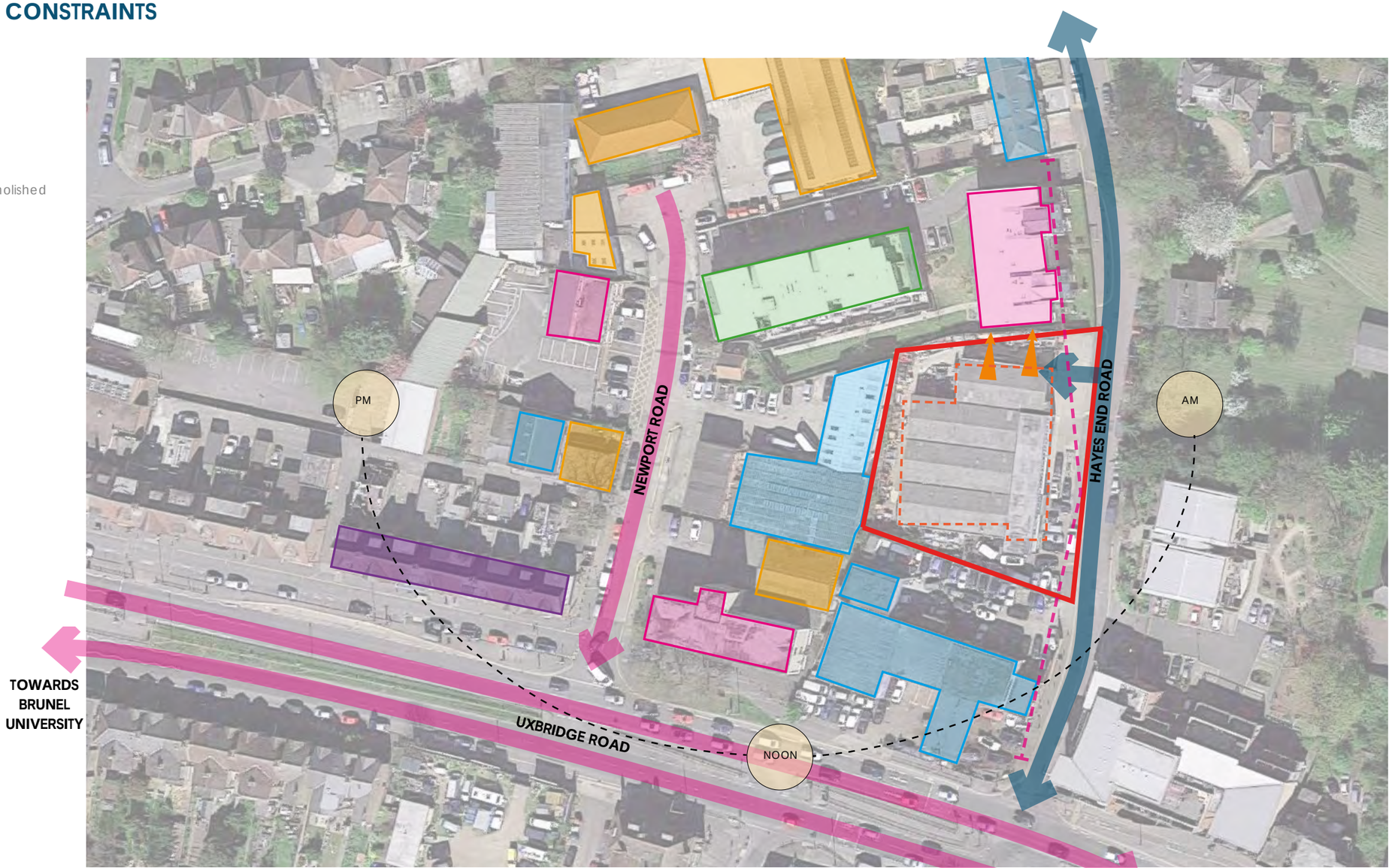
Evaluation

OPPORTUNITIES AND CONSTRAINTS

N

Key

- Site boundary
- Existing building to be demolished
- 1 storey building
- 2 storey building
- 2.5 storey building
- 3 storey building
- 4 storey building
- Existing building line
- Neighbouring Roads
- Site Access Road
- Potential overlooking



Aerial image obtained from Google Maps (Not to scale)

As part of the site analysis process we have explored the wider context of the area and analysed the opportunities and constraints for the site. This includes the analysis of the building heights of properties surrounding the site, vehicular links and access to the site. The above diagram illustrates these findings. The surrounding area is mainly characterised by a mix of commercial and residential properties, with commercial units adjoining the site to the south and west, and on the north and the east of Hayes End Road are residential apartment blocks.

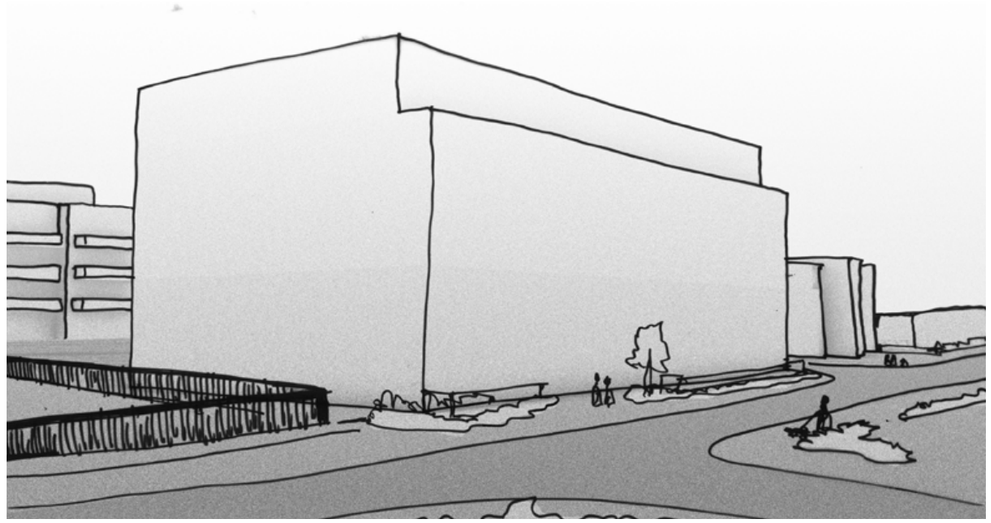
PRE-APPLICATION DESIGN PROPOSAL
38 RESIDENTIAL UNITS [NOVEMBER 2019]

A pre-application meeting was held with the planning officers at London Borough of Hillingdon, and the below fully residential scheme proposing 38 units was presented.

The scheme proposed a mix of 1, 2 and 3 bed units with 10% allocated as wheelchair accessible dwellings with 28 car parking spaces for residents (0.73 spaces per unit).

Ground floor communal amenity was located to the North of the site, creating a landscaped connection between Hayes End Road and the site and through a rooftop terrace.

No commercial floorspace was proposed.



Sketch View from Hayes End (looking NE to site)



Ground Floor Plan | First & Second Floor Plan | Third Floor Plan | Fourth Floor Plan | Not to scale

PRE-APPLICATION RESPONSE

PRE-APPLICATION ADVICE SUMMARY - 30 Units	CURRENT Scheme Response - 27 Units + Commercial Floorspace
Appropriate residential density for this urban site would be in the range of 200-450 habitable rooms per hectare	The scheme proposes a reduced 390 habitable rooms per hectare which sits within the appropriate residential density as advised
Building mass to be decreased	Building footprint has been reduced, and floor plans regularised to improve external form. Third floor steps back and developed to mitigate visual impact.
Building should be sensitively designed and developed to add visual interest and break up façade	The proposed elevations have been developed to create an attractive proposal, with high quality proposed materials to enhance the local vernacular
Details of proposed communal amenity space to be provided to demonstrate high quality space for residents, do not feel that the proposed location is usable	High quality amenity space is proposed in two locations - an enhanced garden to the south of the site and a tranquil rooftop garden. This allows residents to have a choice between two types of outdoor amenity area and provides an interesting space for all times of daylight.
One space for each new residential unit must be provided to avoid displacement onto public highway, including 10% disabled parking spaces	27 parking spaces are proposed (now 1 per unit), and an increased provision for disabled parking spaces is provided to ensure each of the 3 wheelchair accessible units have an appropriately designed parking space for their residents. In addition, there is 1 space provided for the commercial unit
If scheme cannot support affordable housing, a financial viability appraisal document would need to accompany the planning application	Please find the planning statement outlining approach within the planning application documents
Must maintain at 21m distance between habitable room windows and private amenity areas, including balconies to ensure that privacy is not compromised	The building has been designed to ensure that all habitable windows are at least 21 metres away, in particular those on the Northern facade neighbouring Charolais House

THE NATIONAL DESIGN GUIDE

The proposed development aims to display good design and address fully the ten key characteristics set out in the National Design Guide – ensuring a efficient, suitable and sustainable development enhancing the local area.

The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. The National Design Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.



The 10 characteristics of a well designed place [National Design Guide]

1. **Context –** The proposed design of the development relates to the existing buildings in the local area and replicates characteristics in materials, detailing and scale.

2. **Identity –** The proposal strives to draw from the identity and character of the surrounding area in order to inform a more sensitive development, incorporating relevant materials and details in order to produce a more attractive and appropriate development.

3. **Built form –** The scale of the development has been considered in detail taking on board the size of local existing buildings as well as aiming to respond to and mitigate impact on buildings in the immediate local vicinity. High quality design is proposed to create a positive addition to the local area.

4. **Movement –** The proposals provide clear wayfinding for residents to move through the site, both externally and internally. A key feature is to activate the currently inactive stretch of Hayes End Road, and this is promoted through amenity and living spaces fronting the street and creating visual connections.

5. **Nature –** The existing site is currently unlandscaped and predominately hard standing, with little opportunity for nature to exist. The proposal enhances the landscaping to the site by including a variety of landscaped areas, planting and spaces to promote biodiversity and nature to enjoy.

6. **Public spaces –** The proposal provides safe, social and inclusive spaces for future residents and seeks to improve the current public facing pedestrian route through activating the frontage and landscaping.

7. **Uses –** The proposal will provide much needed housing for the city and flexible commercial space to local businesses.

8. **Homes and buildings –** The proposed homes are designed to promote healthy living, with generous natural light, ventilation and access to plenty of outdoor space (both private and communal). Fixtures and fittings will be of high

9. **Resources –** The proposed design will meet sustainable methods of construction in accordance with the Building Regulations and will result in a new building which consumes reduced amounts of energy, resulting in benefits for the environment through reduced greenhouse gas emissions and better adaptation to climate change.

10. **Lifespan –** The construction of the proposal will be developed in line with current standards and seek to create a development conscious of lifespan.

04 Hayes End Road

Design

LAYOUT

The proposed layout has been carefully designed to respond to the existing site and location on Hayes End Road and propose a scheme that will have a positive impact on the area. At present the site is occupied by single and two storey commercial buildings which are incoherent in scale and mass with the neighbouring properties to the north and east. The existing site frontage is utilised as a car park and is entirely hard landscaping, creating a negative space that is non-active and unattractive. We are a set back scheme, with associated landscaping to the front in order to strengthen the existing building line and re-activate the street with high quality design strategies.

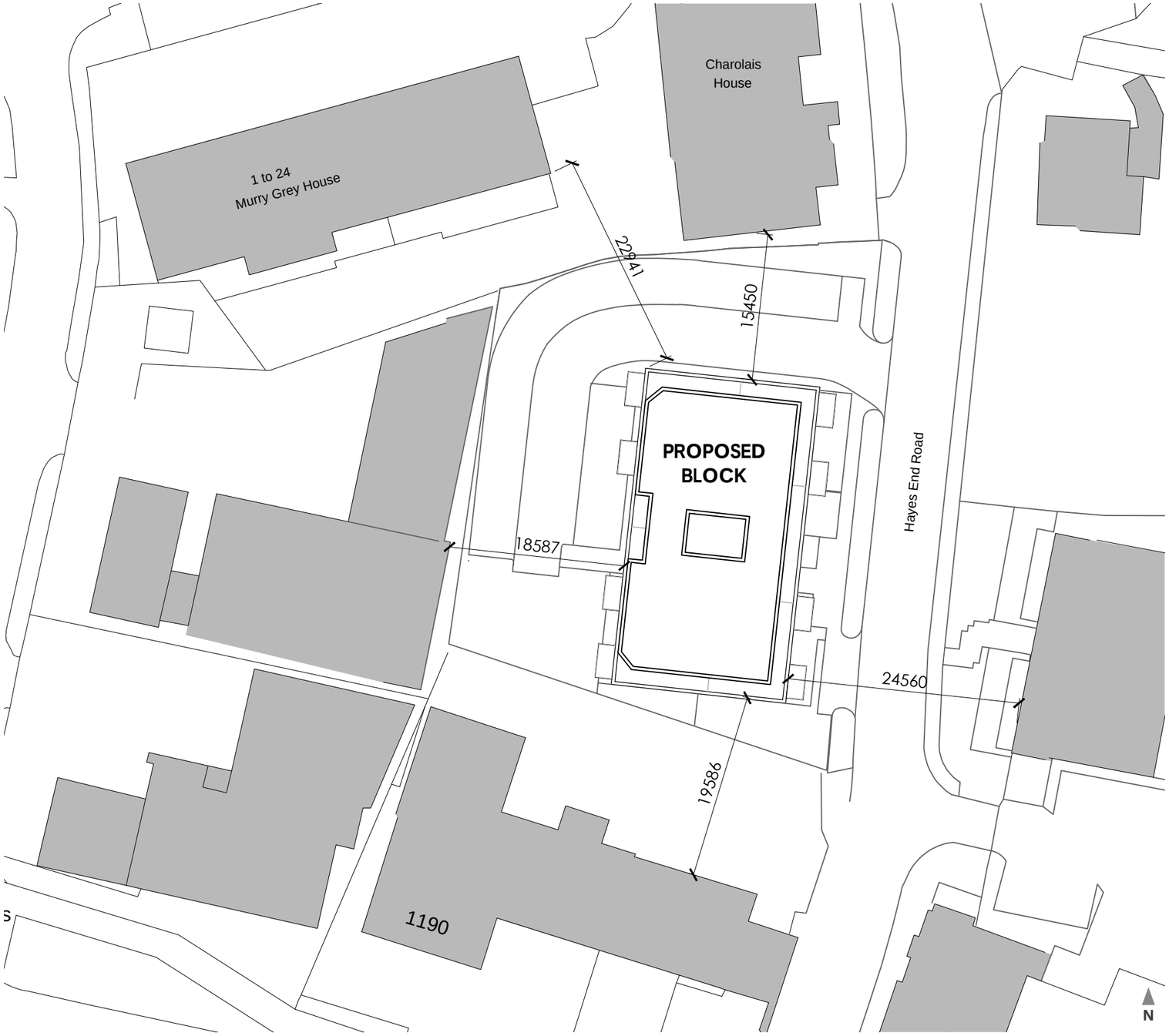
The building line steps back at the third floor in order to reduce the overall mass of the building, mitigate appearance from street level and to provide generous balconies to the apartments. This is concurrent with the pre-application advice outlined earlier in this document. The apartments are orientated to allow for natural surveillance over communal amenity space and the car parking area which lies to the side and rear of the proposed building.

RELATIONSHIPS WITH NEIGHBOURS

The orientation of the proposed building and windows has been carefully considered to respect the existing neighbouring properties. The internal layout of the building has been carefully designed so there are no windows to the north elevation within 15m Charolais House to the north.

Separation distances have been established within the proposed development habitable room windows and neighbouring habitable room windows and exceed the 21m requirement.

This proposal aims to create an active street frontage and improve the surrounding area and Hayes End Road through careful and considered design, whilst connecting the surrounding buildings and emphasising a strong building line.



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DESIGN STRATEGY

N

Key

- Site boundary
- 1 Proposed vehicular access
- 2 Wheelchair accessible parking
- 3 Proposed private access to wheelchair ground floor units
- 4 Secondary access from car park
- 5 Proposed substation
- Proposed new landscape/planting
- Vehicular access
- Pedestrian access
- Cycle storage access
- Fire escape
- Private garden boundary
- Communal garden
- Landscaped private gardens
- General landscaping and planting
- Proposed residential apartments
- Communal
- Communal stairs
- Communal lift
- Cycle store
- Refuse store
- Plant room



Proposed Site Layout Plan

Not to scale



EXISTING USE

The existing site comprises single storey and two storey commercial buildings (Sui Generis use class), with two and one storey brick buildings fronting Hayes End Road, which occupy the majority of the site. The site has existing access off Hayes End Road and the surrounding area is characterised by a mix of commercial and residential properties.

PROPOSED USE

The existing commercial buildings on site are to be demolished in order to redevelop the site for a residential development. The proposed use of the site is to provide apartments over 4 storeys with the top floor set back. The proposal will also include cycle storage, car parking and refuse storage at ground level. The proposal will also provide private and communal amenity space for residents.

ACCESS

There are two proposed residential pedestrian access points, the main entrance is located on the street-facing eastern elevation fronting Hayes End Road. A secondary entrance is proposed on the west side of the building, accessed from the car park. Each ground floor unit has access to their own private external amenity garden, three of the units being accessible from the street. Refuse store and cycle store from the car park, providing clear access for collection and resident use.

PARKING STRATEGY

The existing vehicular access is to be retained, utilising the existing dropped kerb leading to parking provision to the rear of the proposed block. 27 parking spaces are provided (1 per unit), including 3 accessible parking spaces for the 3no. wheelchair units.

CYCLE STORAGE

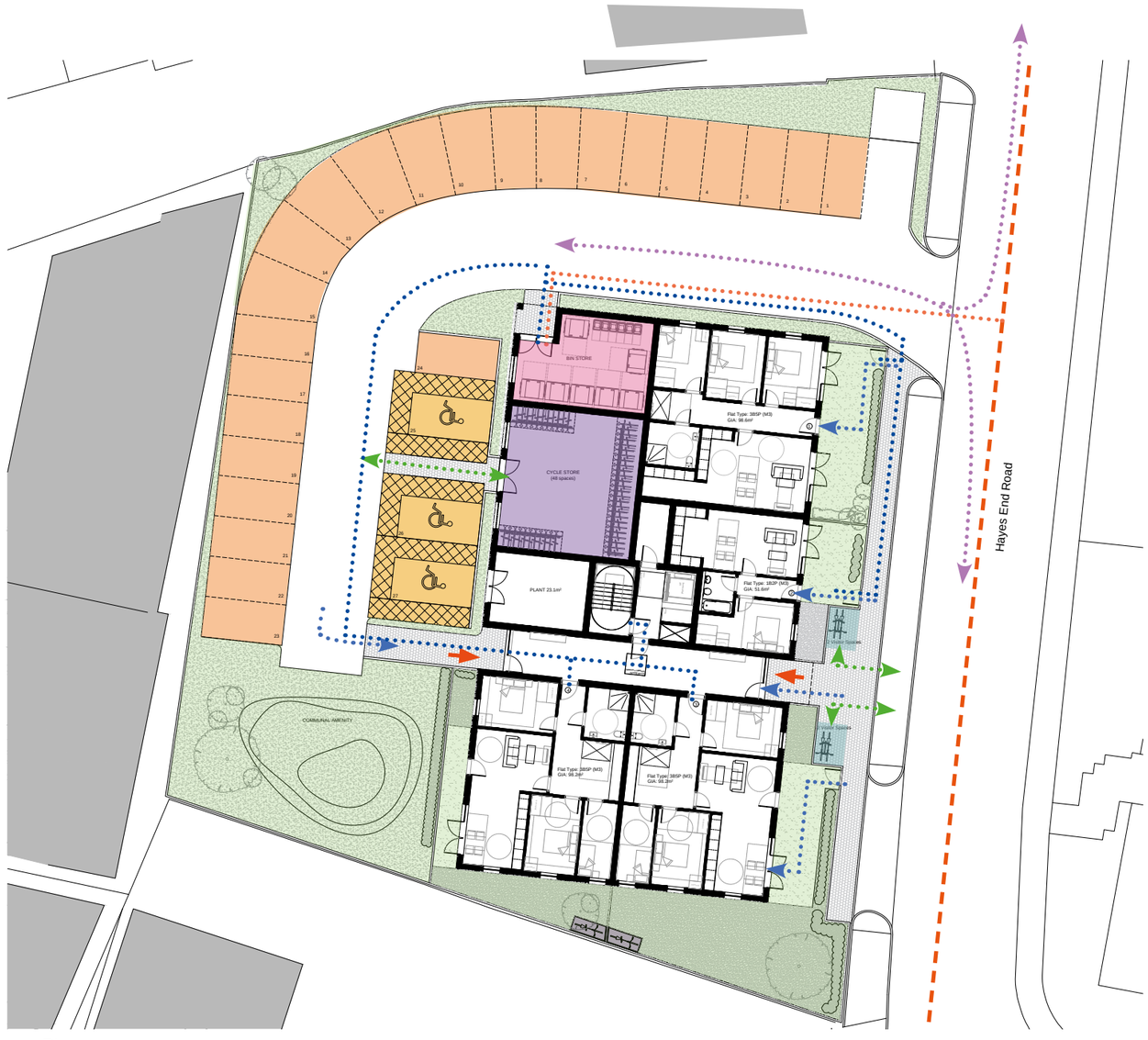
A secure cycle store is proposed, allowing safe and covered storage of 48 long stay cycle spaces. 3 secure external cycle spaces are located in the ground floor unit gardens (equating to 1.75 spaces per unit). 4 visitor Sheffield stand cycle spaces are proposed adjacent to the front of the site.

REFUSE STRATEGY

A large refuse store is proposed to accommodate refuse bins for proposed number of residents (general waste, food waste and recycling).

Key

- Main Residential Entrance
- Secure Cycle store
- Visitor Cycle Parking Spaces
- Resident Parking
- Resident Wheelchair Accessible Parking
- Bin store
- Refuse Truck Route
- Resident Route to refuse store
- Refuse Collection Route
- Vehicular access
- Cycle storage access
- Pedestrian access



N Proposed Site Layout Plan

Not to scale

PROPOSED LANDSCAPING & AMENITY

Landscaping and communal amenity space is a key element of the scheme, providing areas of open, landscaped and buffer space for occupants. Communal amenity area is proposed within the scheme, offering residents choice and variety of recreational spaces to utilise, dependent on the time of day and their preference for usage. A large area of amenity space (153.4sqm) is proposed on the ground floor, activating the space as both a visual landmark upon entering the rear of the site and as a landscaped recreational area for residents and benefits from natural surveillance from the occupants on the west edge of the building.

The proposal of amenity space areas allows residents both the chance to form a community with their neighbours, in addition to their private terraces.

A significant landscape buffer has been proposed along the western side of the block, along Hayes End Road to provide a buffer between public and private threshold, as well as improving visual and acoustic privacy. This additionally softens the appearance of the private terraces and breaks up the brick facade. Key development has been focused on activating the building frontages, and three of the ground floor wheelchair units are accessible through their own street level front door, accessed through their gardens.



Landscape hedge buffer precedents



Permeable Block Paving adding visual interest



Defensible planting to create visual interest and ensure privacy

Key

- Dedicated Communal Amenity Space
- Tall Close Boarded Timber Fence
- 1.2m metal balustrade with tall planted buffer for visual screening and privacy
- Tall metal railed fence with high level planting to provide screening

1. Tarmac - Existing vehicular access to the site and proposed access road through to parking bays
2. Permeable block paving for parking spaces
3. Permeable block paving - Pedestrian surface from the road to the building entrances are proposed as block paving in varied tone to define spaces at level access
4. Evergreen Hedge Planting: The intent is to create visual breaks and buffers to provide visual and acoustic privacy to ground floor private gardens
5. Grassed Area. The intent is to provide further ecological benefits.
6. Boundary Native Planting Mix: The intent is to provide visual interest and to break up the views across the boundary.
7. Defensive Planting- Site Frontage / Car Park and Play Area: the intent is to soften the expanses of tarmac to create a welcoming seasonal planting display for the communal spaces



Proposed Ground Floor Plan

PROPOSED COMMUNAL GARDENS

The adjacent computer generated visual demonstrates the meaningful amenity space proposed to the rear of the proposed block. The space will benefit from being South facing and the proposal seeks to activate the communal garden space. By orienting the private amenity terraces to face and interact with the levels below, natural surveillance is provided and creates a sense of ownership over the wider space for residents. The garden provides spaces to dwell, sit and experience the outdoors in addition to their private terraces - further promoting the well-being of future residents and promoting a scheme is a high quality addition to the area.

PROPOSED FLOOR PLANS & UNIT TYPES

N

Key

- 1 Bedroom Apartment
- 1 Bedroom Wheelchair Accessible Apartment
- 2 Bedroom 3 Person Apartment
- 3 Bedroom 5 Person Apartment



Proposed Ground Floor Plan



Proposed Typical Floor Plan (1st and 2nd floor)

Not to scale

UNIT MIX - FLOOR PLANS

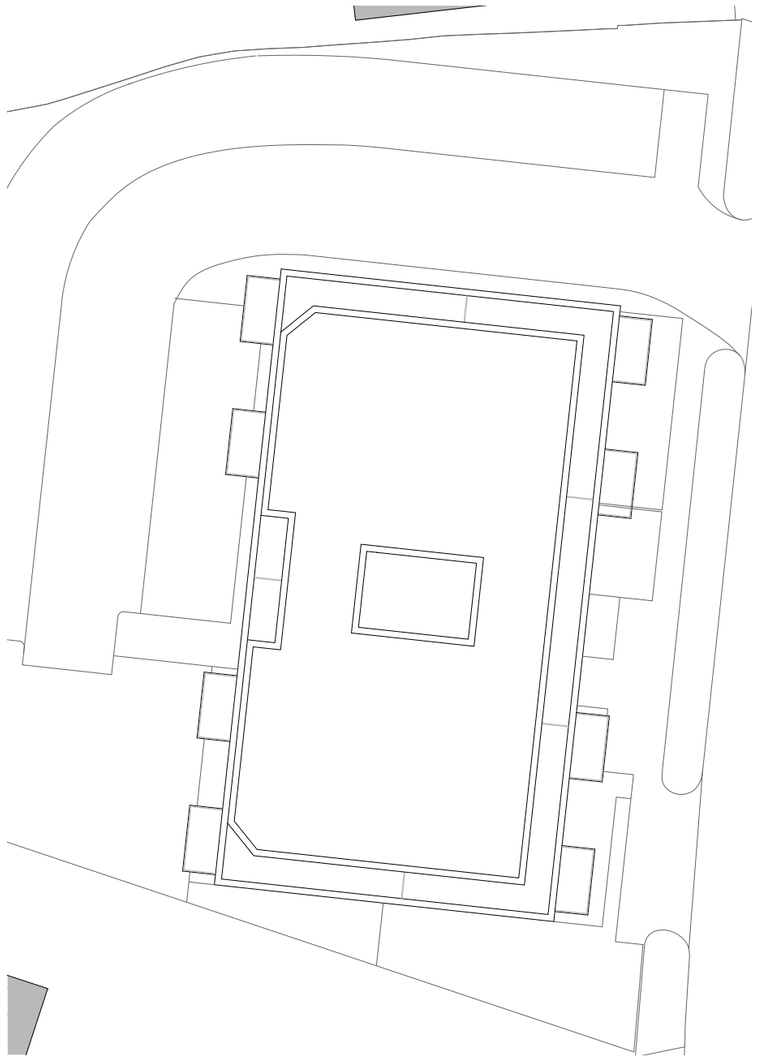
N

Key

- 1 Bedroom Apartment
- 1 Bedroom Wheelchair Accessible Apartment
- 2 Bedroom 3 Person Apartment
- 3 Bedroom 5 Person Apartment



Proposed Third Floor Plan



Proposed Roof Plan

Not to scale

SCHEDULE OF ACCOMMODATION

FLOOR	UNIT	UNIT TYPE	ASPECT	INDIVIDUAL FLAT GIA (sqm)	PRIVATE AMENITY SPACE (sqm)
GROUND	G.1	3B5P wc	DUAL	98	37.5
	G.2	1B2P wc	SINGLE	51	23.8
	G.3	3B5P wc	DUAL	98	106.7
	G.4	3B5P wc	DUAL	98	42.2
FIRST	1.1	2B3P	DUAL	61	6.5
	1.2	2B3P	DUAL	61	6.5
	1.3	2B3P	SINGLE	61	6.5
	1.4	2B3P	SINGLE	61	6.5
	1.5	2B3P	SINGLE	61	6.5
	1.6	2B3P	SINGLE	61	6.5
	1.7	2B3P	DUAL	61	6.5
	1.8	2B3P	DUAL	61	6.5
SECOND	2.1	2B3P	DUAL	61	6.5
	2.2	2B3P	DUAL	61	6.5
	2.3	2B3P	SINGLE	61	6.5
	2.4	2B3P	SINGLE	61	6.5
	2.5	2B3P	SINGLE	61	6.5
	2.6	2B3P	SINGLE	61	6.5
	2.7	2B3P	DUAL	61	6.5
	2.8	2B3P	DUAL	61	6.5
THIRD	3.1	1B2P	DUAL	50	15.5
	3.2	1B2P	DUAL	50	24.4
	3.3	1B2P	SINGLE	53	5.1
	3.4	1B2P	SINGLE	59	18
	3.5	1B2P	SINGLE	53	5.1
	3.6	1B2P	DUAL	50	24.4
	3.7	1B2P	DUAL	50	15.5
TOTAL				**1686**	**422.2**

UNIT MIX				
UNIT TYPE	**TOTAL**		**PERCENTAGE**	**HAB ROOMS**
1B2P (WC)	1	8	**30%**	16
1B2P	7			
2B3P	16	16	**59%**	48
3B5P (WC)	3	3	**11%**	12
TOTAL		**27**		**76**

FLAT TYPE ASPECTS				
SINGLE	**12 (44%)**		**DUAL**	**15 (56%)**

FACILITY	SIZE (sqm)	Capacity	
CYCLE STORE	48	48 spaces (long stay)	54 spaces total
EXTERNAL CYCLES	4 Sheffield stand spaces (short stay)		
	2 secure cycle garden sheds (long stay)		
BIN STORE	37		
PLANT ROOM	23		

COMMUNAL AMENITY	171	(GROUND FLOOR)
TOTAL SQM	**171**	

FLOOR [WHOLE]	GIA (sqm)
GROUND FLOOR	574
FIRST FLOOR	588
SECOND FLOOR	588
THIRD FLOOR	447
TOTAL GIA SQM	**2197**

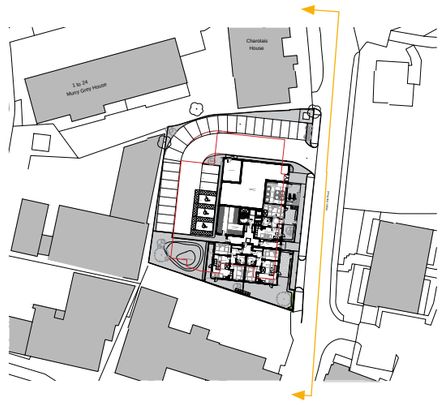
FLOOR	GEA (sqm)
GROUND FLOOR	612
FIRST FLOOR	624
SECOND FLOOR	624
THIRD FLOOR	480
TOTAL GEA SQM	**2340**

FORM

The proposal seeks to provide a high-quality, attractive addition to the area, one that is a contemporary interpretation of the local material vernacular and has a focus on integration with landscaping to have a positive impact on Hayes End Road. The surrounding context hosts a variety of brick palettes displaying preferred materials over the last century, and the proposal reflects a continuation of this narrative. The facade is broken down into a series of more intricate parts, through the setting in facade, brickwork detailing and balconies. Focus on the definition between elements creates visual interest, whilst enabling connection between proposed dwellings, their residents and the street through defined views.

SCALE

The surrounding context has varying examples of different architectural character, mass and form. The proposal has been carefully designed in relation to the neighbouring buildings, stepping back on the top floor and ensuring appropriate distances are maintained. The views out from the proposed building are focused to the west and east, and are complimented through private terraces which are articulated to further reduce and break down the visual mass of the proposal.





Street Elevation

Not to scale



Key

1. Red Brick
2. Light Coloured Cladding
3. Proposed Grey Window Frames
4. Proposed Metal Balustrades
5. Proposed Metal Balustrade with Landscaped Buffer



Openings within parapet wall reduce mass of brickwork



Thin metal balustrades proposed for balconies



Proposed feature balconies allowing amenity space and views from all units

MATERIAL STUDY (WEST ELEVATION)

All materials proposed are to be of high quality and will be finished to an equally high standard here possible materials will be locally sourced to increase sustainability.

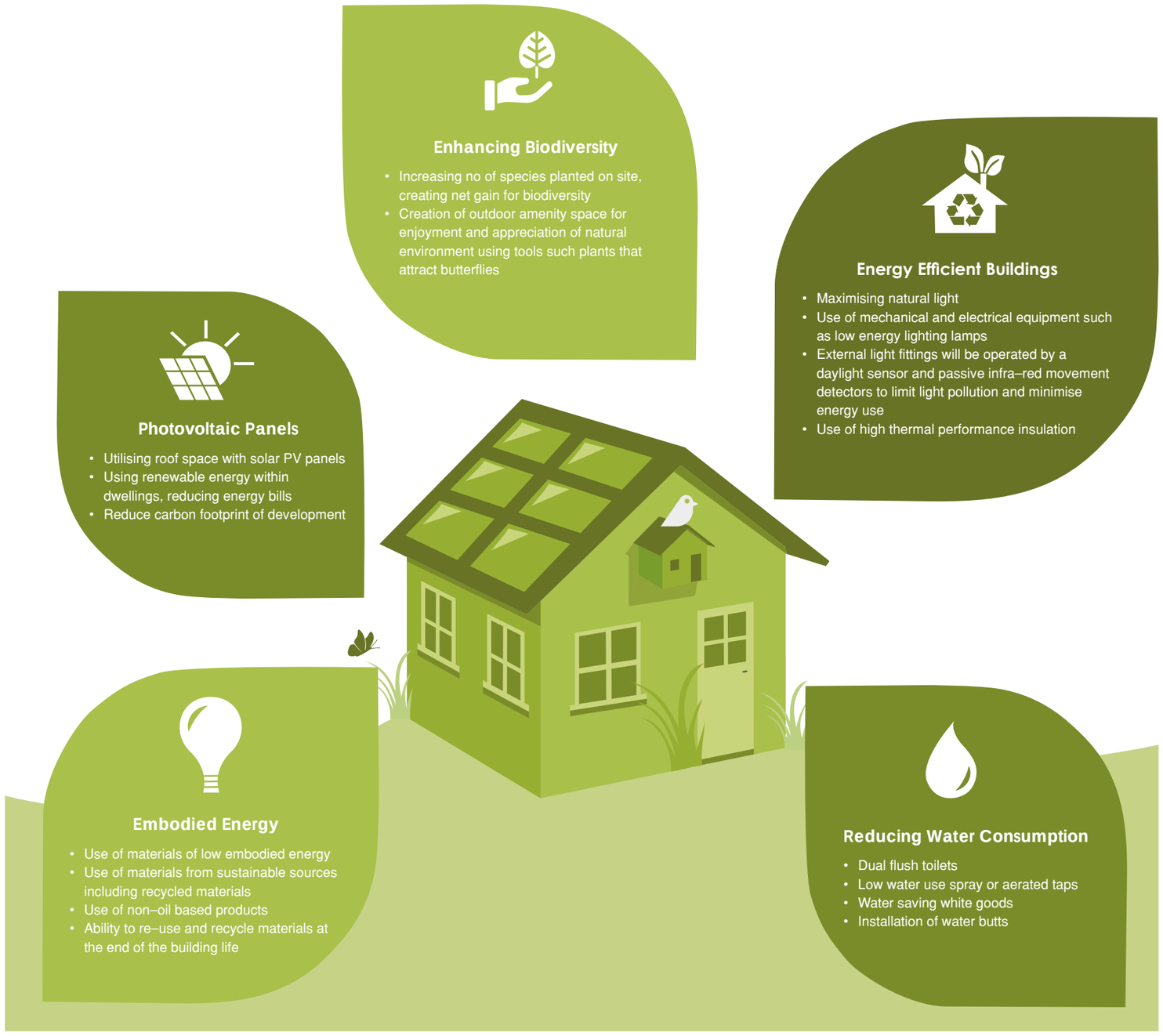
The existing surrounding buildings boast an eclectic mix of materials with no overarching architectural style. Proposals include a traditional material palette that will be further enhanced by careful detailing. The proposed building materials can be seen on other buildings in the immediate context. The main mass of the building will be red brick with vertical headers and balustrading to be metal railings (as seen opposite).

SUSTAINABILITY

The Planning Statement sets out how the proposed development meets the three objectives of Sustainable Development at Para 8 NPPF: economic, social and environmental. The need to provide a high degree of sustainable construction and energy conservation has influenced the detailed design and form of the proposed dwellings and final layout of the site, with the objective to make the apartment block energy efficient. The proposed design will meet sustainable methods of construction in accordance with the Building Regulations. This approach will result in a new building which consumes reduced amounts of energy, resulting in benefits for the environment through reduced greenhouse gas emissions and better adaptation to climate change. The sustainability of the development will be covered in the energy statement.

As part of the sustainability efforts of the project, it is proposed to use photovoltaic panels on the roof space of the building. 7.5sqm of pv will be required for each unit, therefore 202.5sqm of the approximate 405sqm space on the roof will be covered. This will leave ample room for access and maintenance of the pv panels as well as space for additional external plant.

The project will demonstrate the following sustainable methods of construction and energy saving methods:



Please refer to the Energy Statement for a full analysis.

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