

### 3.3 Chesapeake Car Park 4 / Elliott + Associates Architects

The materials that surround the facility with metal louvers mask the spaces inside during the day, and reveal the building purpose during the night by revealing it as a car park.

The use of colour and frames to delineate openings has been referenced and used on the project at Horton Road.



## **4.0 PROPOSED SITE LAYOUT**

## 4.1 Impact on Neighbouring Buildings

The nearest industrial properties are adjacent to the site. The road separates these structures from the rest of the site. The distance between the nearest residential dwellings is about 78 meters which is far more than the minimum requirements set forth in the Supplementary Planning Document Hillingdon Design and Accessibility Statement: Residential Layouts.

The double facade skin of the proposed building will aim to diffuse light impact during the night for the nearby residential properties.



Contextual study.



4.2 Tree Protection

The proposals landscape design will introduce new trees in front of the site to create a better frontage with new trees and planting. They will enhance the street condition and achieve an approachable and accessible building front. The proposed landscape aims to soften the current industrial setting of the area as well as maintain and enhance biodiversity.

A new green wall will provide planting and softening of the facade. With the landscaping being vertical rather than horizontal.



4.3 Site Layout

1 SITE OPTIMISATION

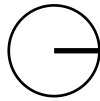
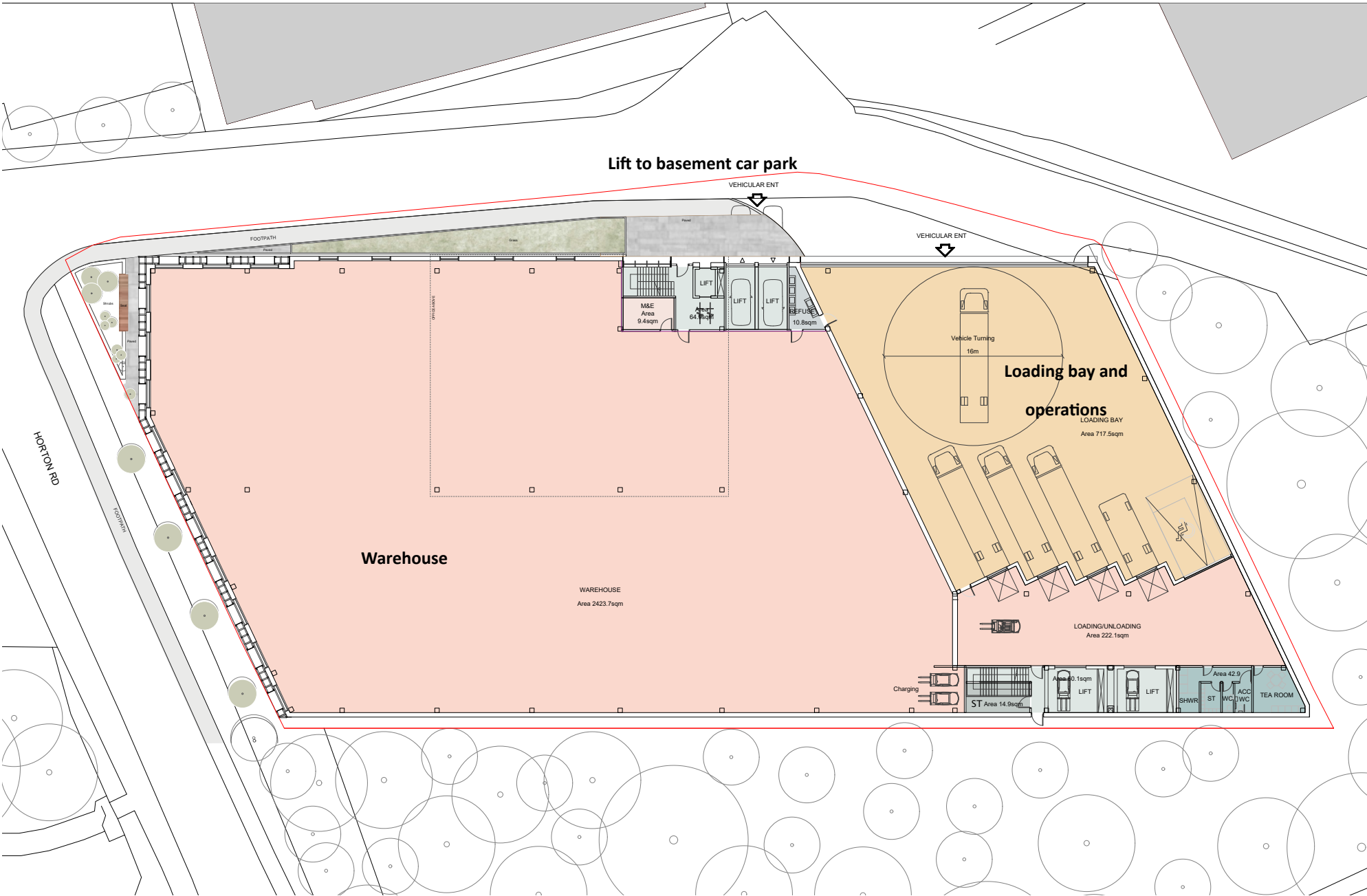
Initial design approach optimised the full site potential, not leaving room for landscaping or generous circulation around the building.

2 OFFSET

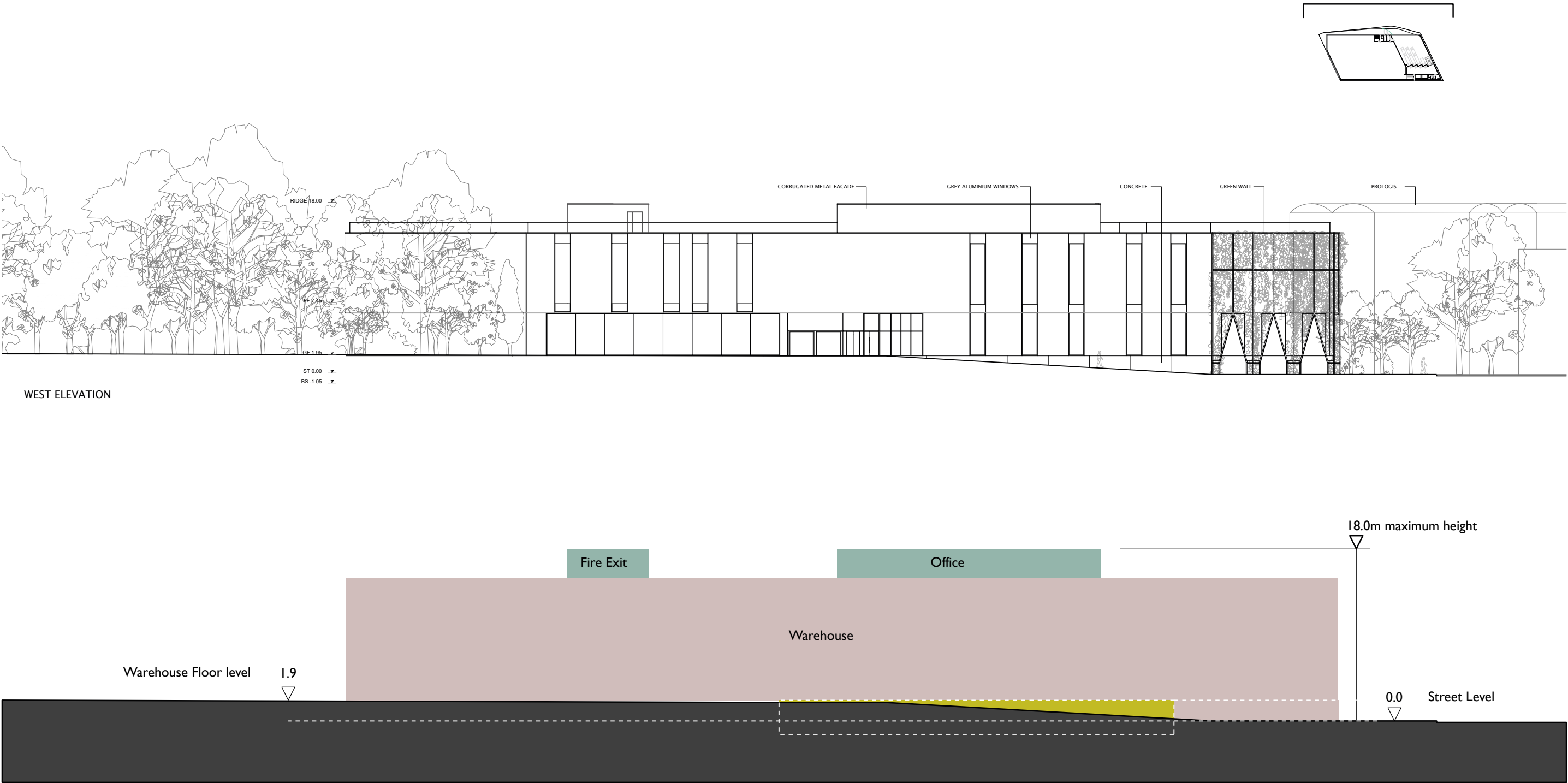
The building is offset from the site boundary to allow for a better experience to local residents passing by.

3 LANDSCAPING

The addition of landscape as a buffer between the road and the building improves the building's overall approach and experience.



4.4 Height Diagram



## **5.0 PRE APPLICATION REVIEW**

## 5.1 Pre application feedback and review. Ref 75221/PRC/2022/36

We engaged in a useful and informative pre application process and review with Hillingdon planning and the below is in response to the advice received in the letter on the 20th May.

1. Land use:

*“Whilst the principle of the land uses are considered acceptable, some consideration should be given as to whether there would be scope to include some smaller units (including a mix of other industrial uses) to meet the needs of micro, small and medium-sized enterprises and to support firms wishing to start-up or expand in accordance with Policy E2 of the London Plan (Providing suitable business space) and Policy E6 of the Hillingdon Local Plan: Strategic Policies (Small and Medium-Sized Enterprises). In this regard, it is noted that the preapplication submission highlights that the intended building would be used by multiple tenants. Moreover, consideration as to whether affordable workspace should be provided in accordance with Policy E3 of the London Plan (Affordable workspace), which would be secured at rents maintained below the market rate.”*

We have taken the above on board and the warehouse spaces are flexible, they could be split up to allow for the needs of the SME enterprises as per policy E2 and E3. The whole warehouse could be classed as a small unit when compared to the very large warehouses adjacent to ours. These warehouse range in size from 9000 - 15000 sqm, compared to our warehouse which is split into two areas of 875 sqm and 2423 sqm respectively.

2. Design:

*“The scale, layout and height of the revised proposal are considered acceptable for the area, noting that the proposed building has been reduced to approximately 18 metres in height following concerns raised in our meeting that the proposed height of approximately 21 metres would result in the proposed building being much more visible because it would have exceeded the height of the adjacent treeline. This reduction in height has been shown through the submission of a ‘Contextual Visualisation’ document, which seeks to show the potential visual impact of the proposal on the surrounding area by drawing a wire outline of the proposed building and superimposing this outline onto photos representative of key views. In this case, the application site sits south-west of Stockley Park Golf Club, which is a Grade II Listed Registered Park and Garden which forms part of the Green Belt, and as such, any adverse impact on the openness or visual harm to these areas would be afforded significant weight, noting that Chapter 13 of the NPPF defines the essential characteristics of the Green Belt as its openness and permanence.”*

The revised proposal addresses the above, the height of the building is constrained by the 18m height limit and the proposed roof ridge is 16.05 m at the higher point of the site. The attached contextual visualization images demonstrate that the visual impact of the proposal on the surrounding area is minimal, especially when viewed from the Grade 2 listed park and gardens where the trees cover the proposed building. Therefore the openness of the green belt as chapter 13 of the NPPF are retained.



## 5.2 Pre application feedback and review. Ref 75221/PRC/2022/36

We engaged in a useful and informative pre application process and review with Hillingdon planning and the below is in response to the advice received in the letter on the 20th May.

### 2. Design:

*“Some concern is raised in respect of the landscaping around the edge of the proposal, noting that not a great deal of room has been left between the edge of the building envelope and the boundaries of the site, although it was discussed in our meeting that the intention is to maximise opportunities for soft landscaping and biodiversity improvements so that the building blends into the natural landscape to the north and west.”*

Following the pre application meeting and feedback we have engaged with a landscape design consultant who has prepared a design for the hard and soft landscaping. Please see the section later in the DAS.

To help soften and blend the building into the natural landscape we have added a green wall to the South West/Western elevations. This green wall will be a permanent screen that will grow up a steel frame. This addition will soften the visual impact at the corner of Horton Road and also the view when people walk along side at ground level. Furthermore the landscaping around the perimeter has been enhanced with flowers and soft landscaping. All of the above will also enhance the bio diversity of the project.

### 4. Highways:

*“Developments should provide cycle parking at least in accordance with the minimum standards, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards and proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.”*

The revised proposal deals with cycle provision and the minimum standard is provided in the basement of the building. Please refer to the transport report.

*“Additionally, some concern is raised in respect of the proposed new access from the south, to access the proposed parking area. This proposed access is quite close to both the stopping location for the nearby bus stop and the junction where Horton Road splits, and the design of any new access should take into account these two existing road features to ensure there would be no conflict.”*

Following the above feedback the access to the car parking has been revised so that the access is to the West and off Horton Road rather than to the South. A car lift is proposed for car access into the basement car parking. Please refer to the attached plans.

### 5.3 Pre application feedback and review. Ref 75221/PRC/2022/36

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5. Ecology and trees:

*“In accordance with Policy G5 of the London Plan, it must be shown at application stage that the scheme achieves a UGF of at least 0.3; the target for non-residential developments, and some concerns are raised that there will not be sufficient space to get meaningful landscaping around the edges of the proposed building. Exploring both green roofs (or biodiverse solar roofs) and green walls may be helpful in boosting the UGF achieved on-site in lieu of traditional landscaping, however this will need to be robustly demonstrated with any subsequent submission. On this note, the inclusion of a green walls may help soften the appearance of the building and help it blend in with the natural surroundings, particularly to the north and east.”*

The current revised scheme has introduced a green wall to the corner of the building, which will help soften the appearance of the building. We have also improved the amount of soft landscaping around the building. The area of green wall is 731.7 sqm.

4. Flooding and drainage:

*“The site falls within a Critical Drainage Area and as such, a Flood Risk Assessment, together with a details SUDS strategy should be submitted with any subsequent application. The proposal should explore opportunities to use landscaping to its fullest extent to assist in drainage, and the SUDS strategy should be read side by side with the landscaping submission.”*

The proposal has a FRA submitted with the application. Furthermore we have introduced a water attenuation tank under ground that links to the SUDS drainage strategy.



Pre application visual of the corner of Horton Road

## 6.0 DESIGN STRATEGY



## 6.1 Architectural Approach - Facade

The building has been designed to appear visually stimulating, through the use of a consideration to the surrounding palette of materials and finishes. The mix of materials will help to reduce the mass while the perforated facade will soften the industrial feel of the building by providing a sense of depth behind it. The use of a secondary perforated facade skin will diffuse light emittance during evenings to prevent disturbance of animals and residential buildings in proximity.

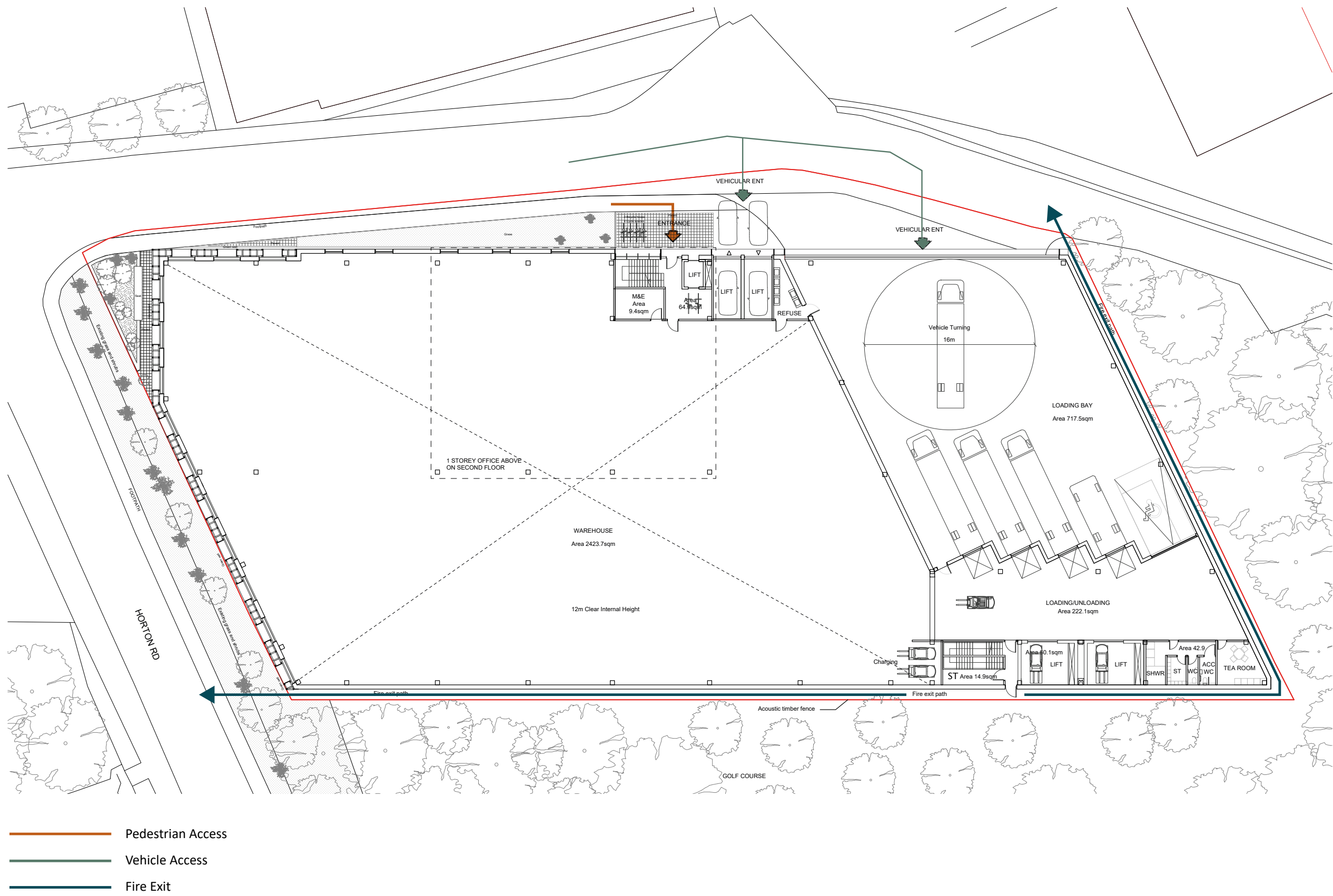
At ground floor level we're proposing a mixture of glazing and a concrete skirt that helps articulate and traverse the level change across the site. This strong base provides a foil to the lighter and fine metal skin above. The green hue providing a softer approach and a more contextual referenced to the trees close by.

- 1 Concrete plinth
- 2 Grey Aluminium Windows
- 3 Green Corrugated Metal Facade
- 4 Galvanised Steel Green Wall Lattice
- 5 Plant Climbers





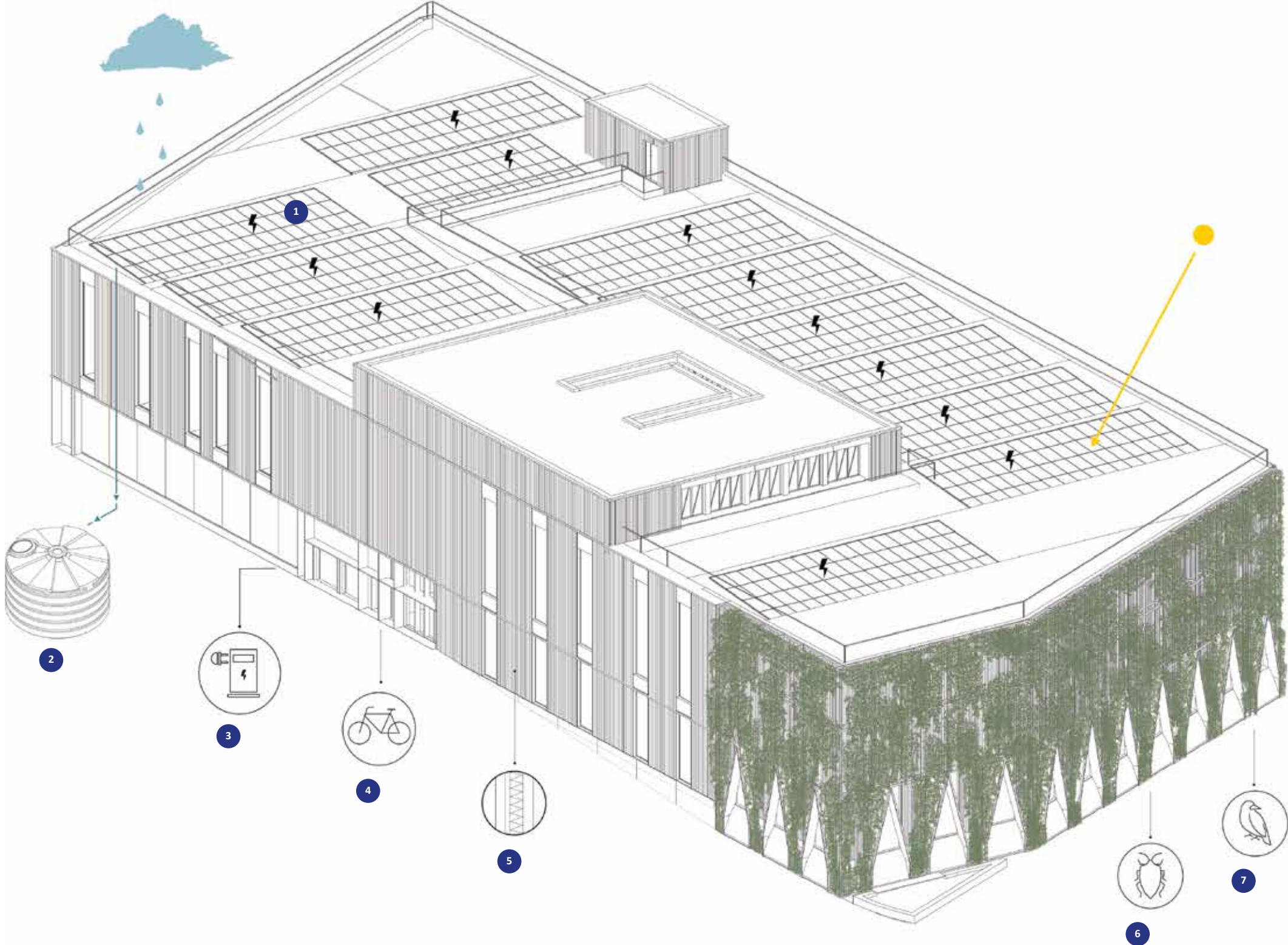
6.3 Access



# 6.4 Sustainability

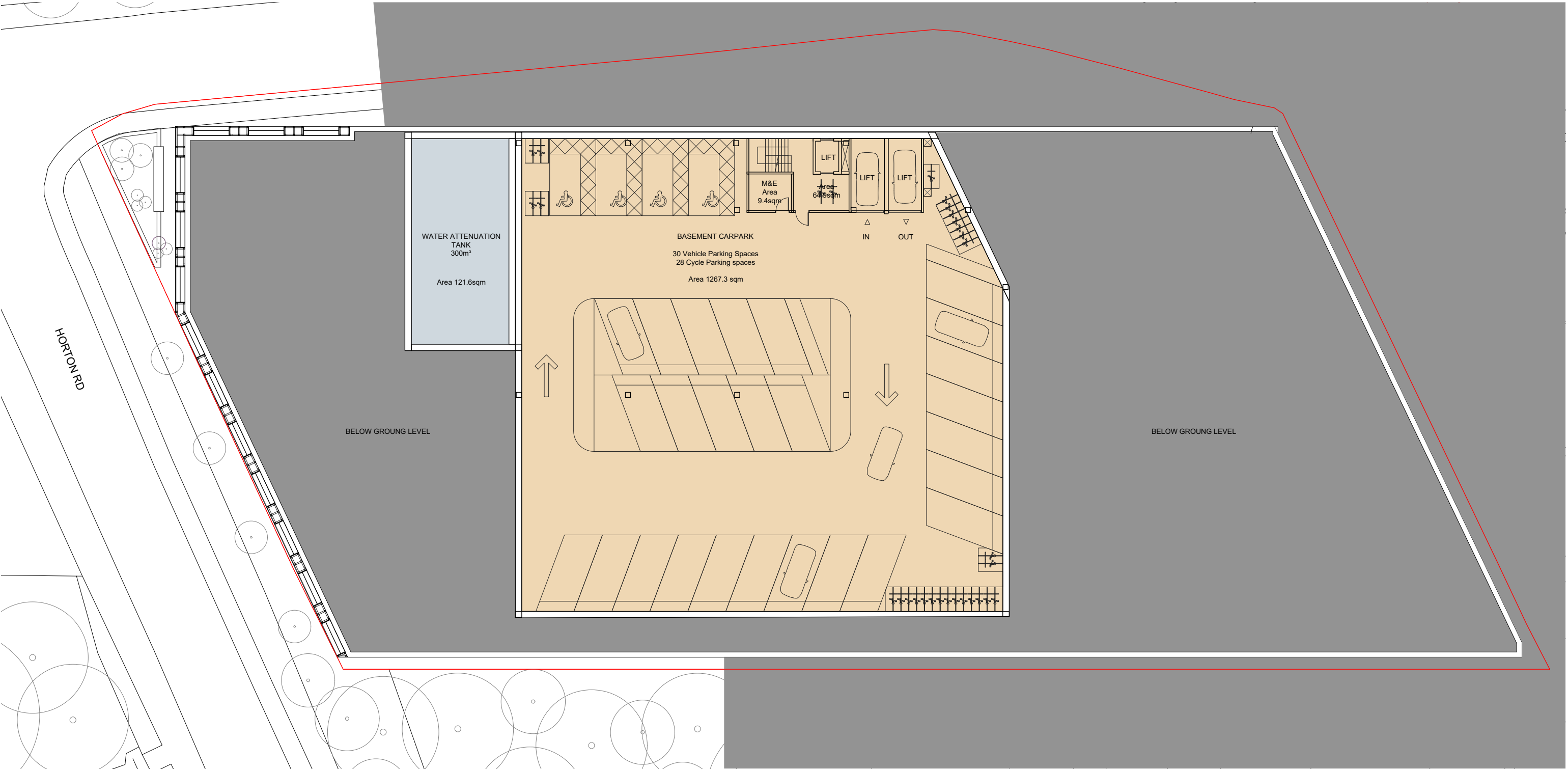
Sustainability is at the core of the planning design phase. The proposal aims to adopt key elements such as PV panels, green walls, appropriate insulation for air tightness, sun shading, envelope insulation and ventilation to ensure the building reaches maximum energy efficiency. This strategy should be read in conjunction with the energy report prepared by “The Pes” consultants which is submitted as part of the application.

As part of the sustainability of the project, we are proposing LED fittings within the warehouse that will reduce energy consumption. The external glazing areas are limited so light emittance is reduced. Furthermore, the loading bay is internal so there will not be an external area that requires artificial lighting. An external lighting strategy is therefore not required.



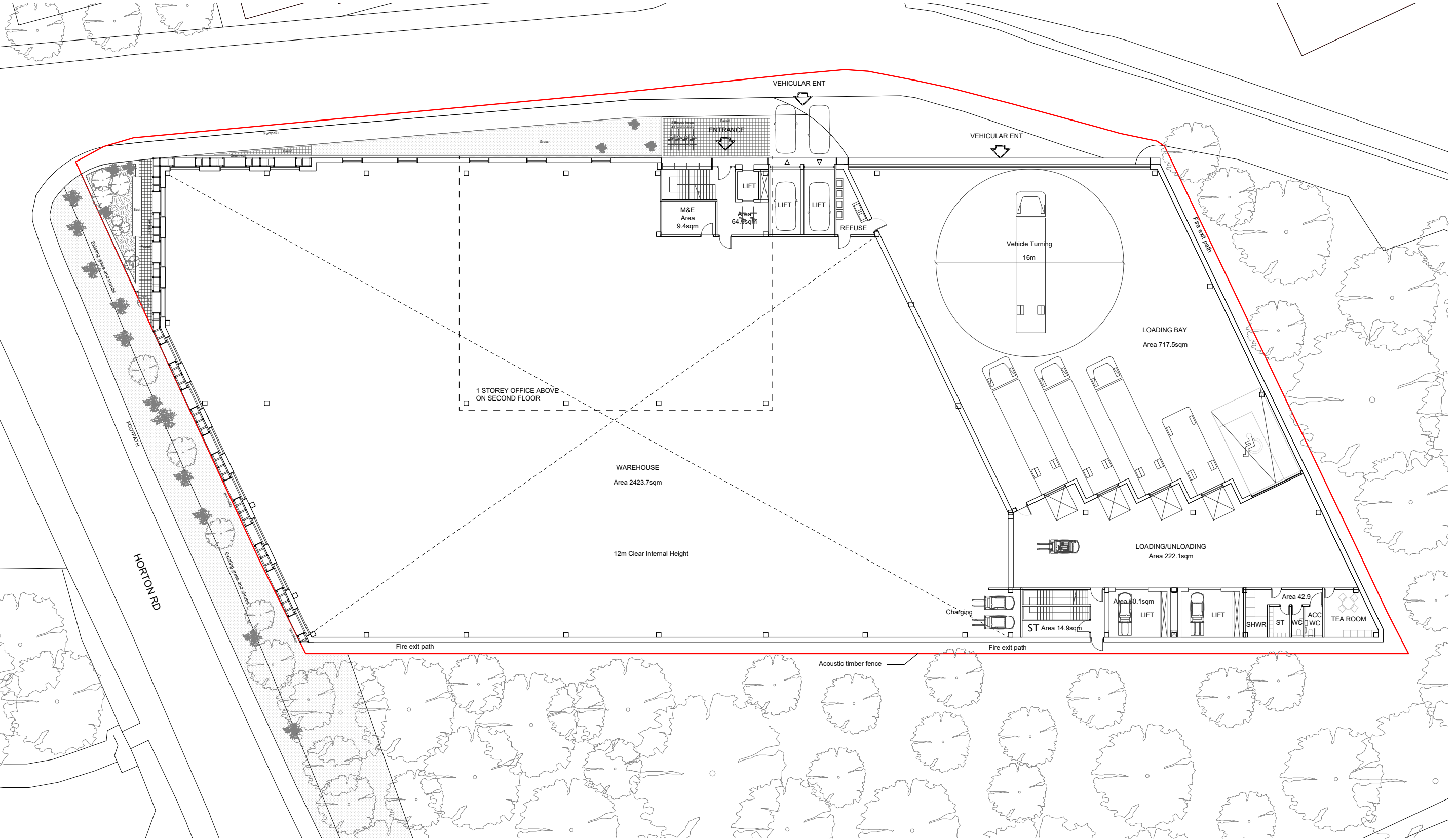
- 1 Solar panels
- 2 Rain water harvesting
- 3 EV charging points
- 4 Bicycle parking
- 5 Reinforced insulation
- 6 Insect habitat
- 7 Bird habitat

6.5 Basement Plan



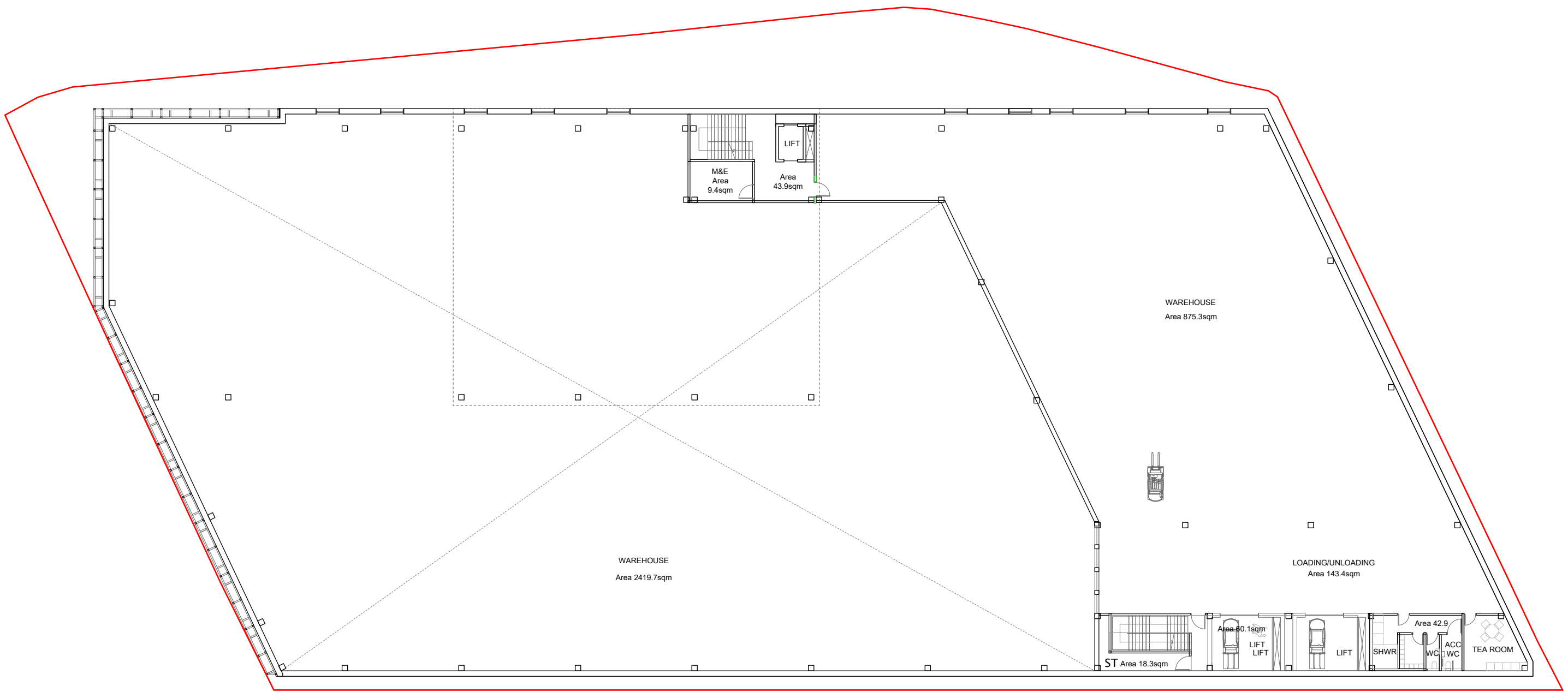


6.6 Ground Floor Plan





6.7 First Floor Plan



6.8 Second Floor Plan

