

5.5.4 Windows, Doors and Openings

The two brick colours are designed to ensure variety in brickwork is used subtly and effectively.

The red-brown brick acts as the base brick and is predominantly used for external facades. The darker claret brick is used specifically for detailing, celebrating building entrances and duplex homes, as well as around balcony doors and windows above the datum.

The two bricks alternate in a single-course pattern to group together windows and doors for duplexes. This emphasises the datum of duplexes and groups together homes to give each identity along Avondale Drive.

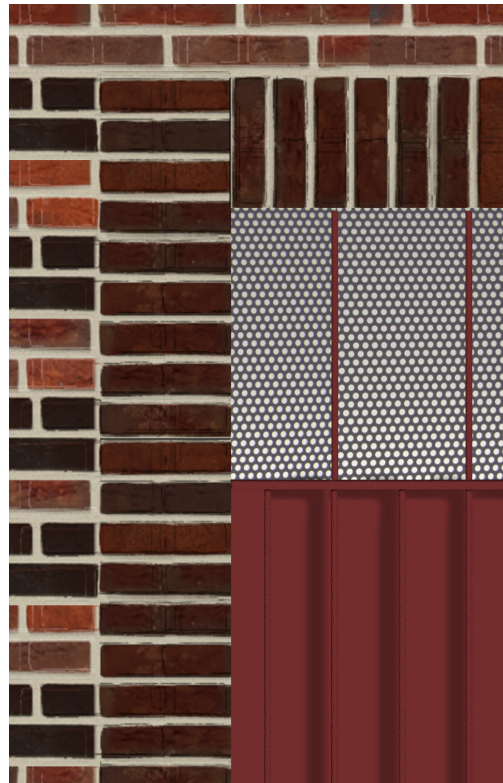
A similar single-course alternating brick detail has been proposed around entrances and openings, however is used more sparingly given the scale of windows. These also use single course of dark claret soldier course brick at window heads. The alternating brick detail references the suburban brick detailing of the local context.



Alternating brickwork detail



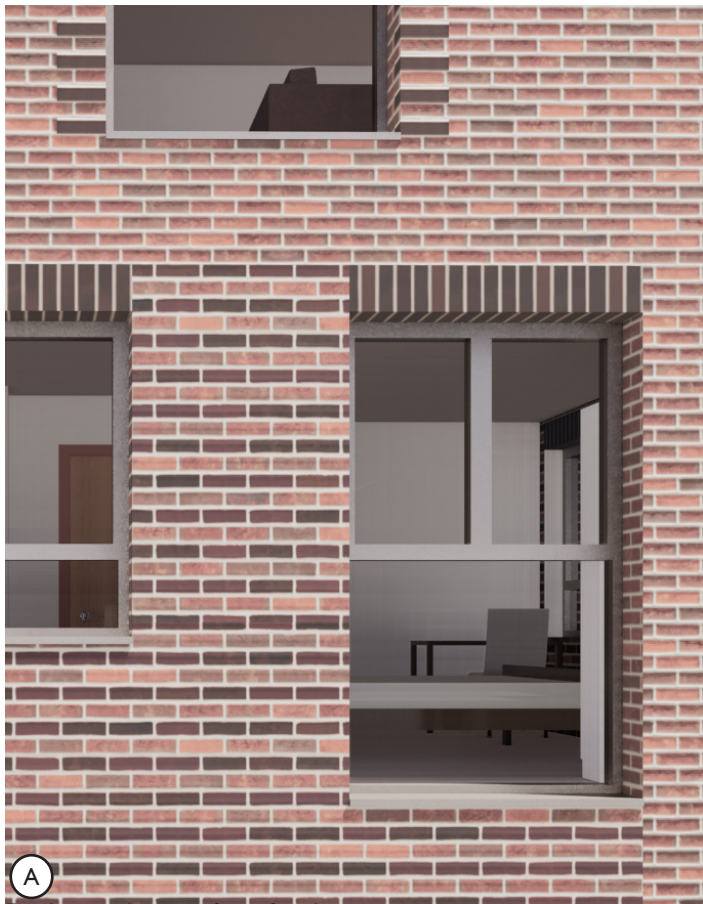
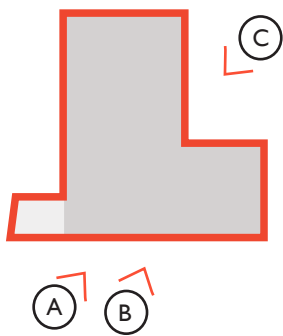
Soldier course above window



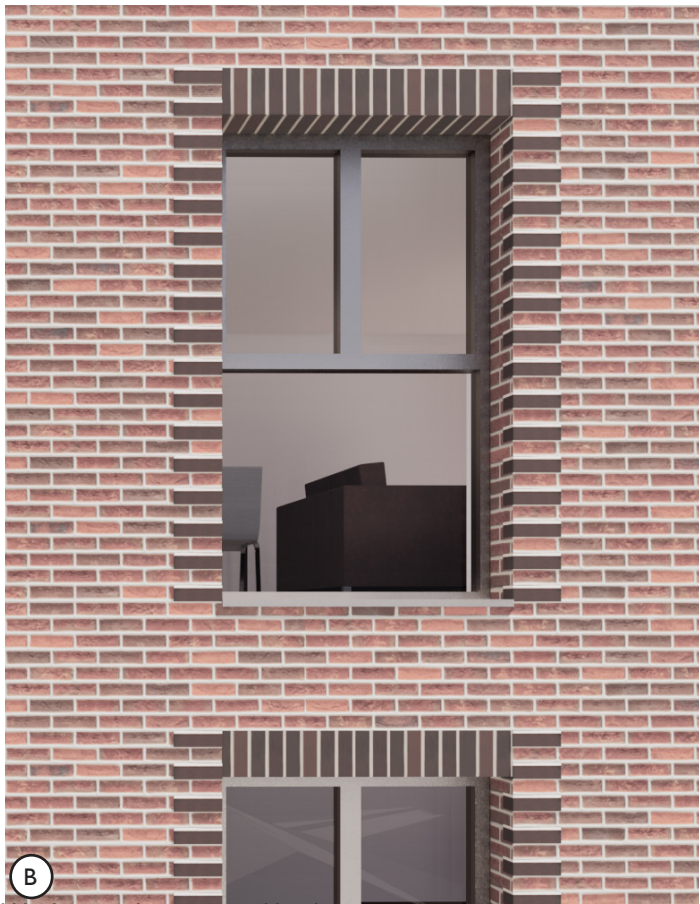
Metal doors; amenity access



Metal doors; amenity access



Duplex windows on front facade



Windows with ornamental brick surrounds



Language of threshold carried through within entrances into plant and cycle store within residential courtyard

5.5.5 Balconies

Projecting balconies are provided to all single storey homes on upper floor levels, which will create an articulated façade suitable for the suburban context of the building.

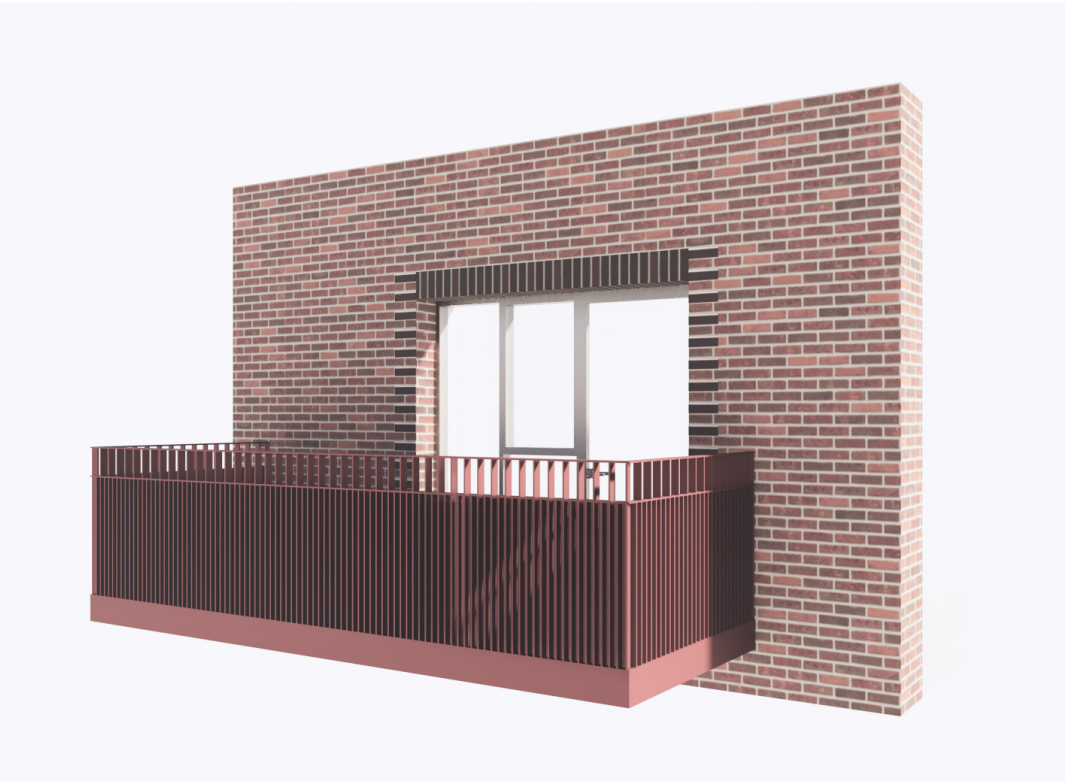
The majority of the balconies on Phase 1A are projecting with metal balustrades.

Projecting balconies will have an alternating balustrade profile which references the alternating brickwork used on the building and surrounding context. The railings will provide permeability and views into the residents courtyard and verge of trees overlooked by the east elevation.

On the street edge elevation, projecting balconies will with a solid panel and same railing pattern profiled on the front face. The more solid balcony gives added privacy to homes facing onto Avondale Drive. The colour for balcony soffits will be designed to match the balustrade colour.

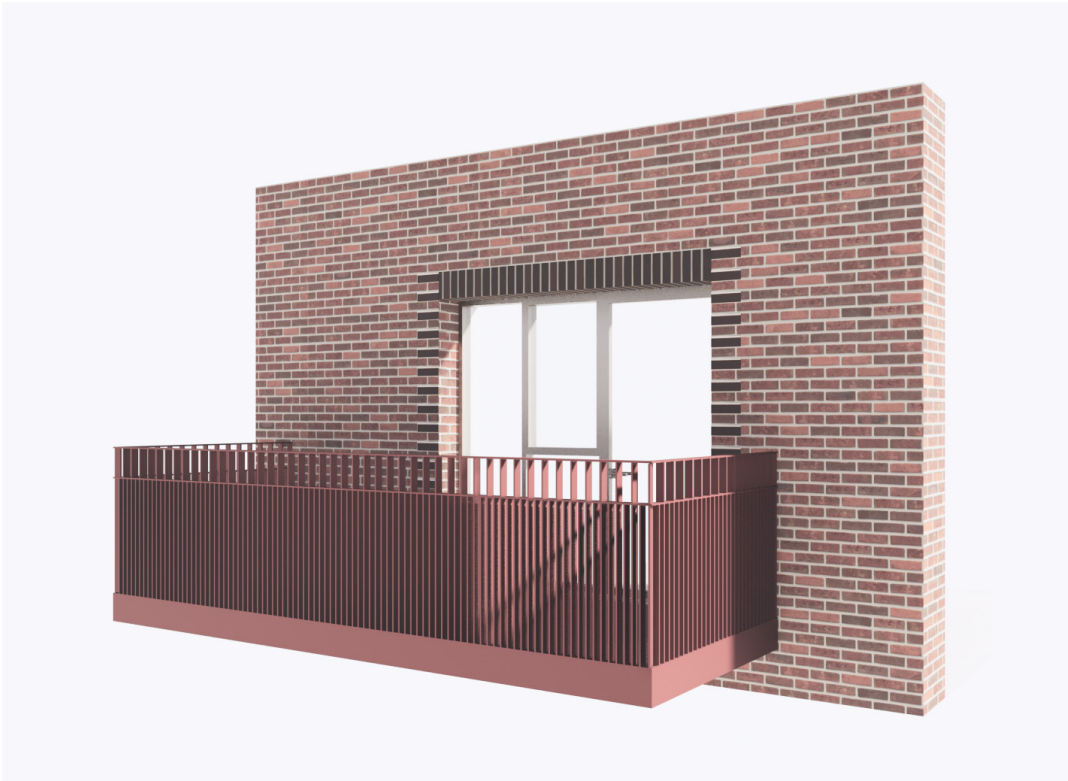
All balconies have a minimum internal depth of 1.5m, with varying lengths dependent of the dwelling size; a minimum of 5sqm of private outdoor space for 1-2 person dwellings and an extra 1sqm provided for each additional occupant.

Balcony Type 1

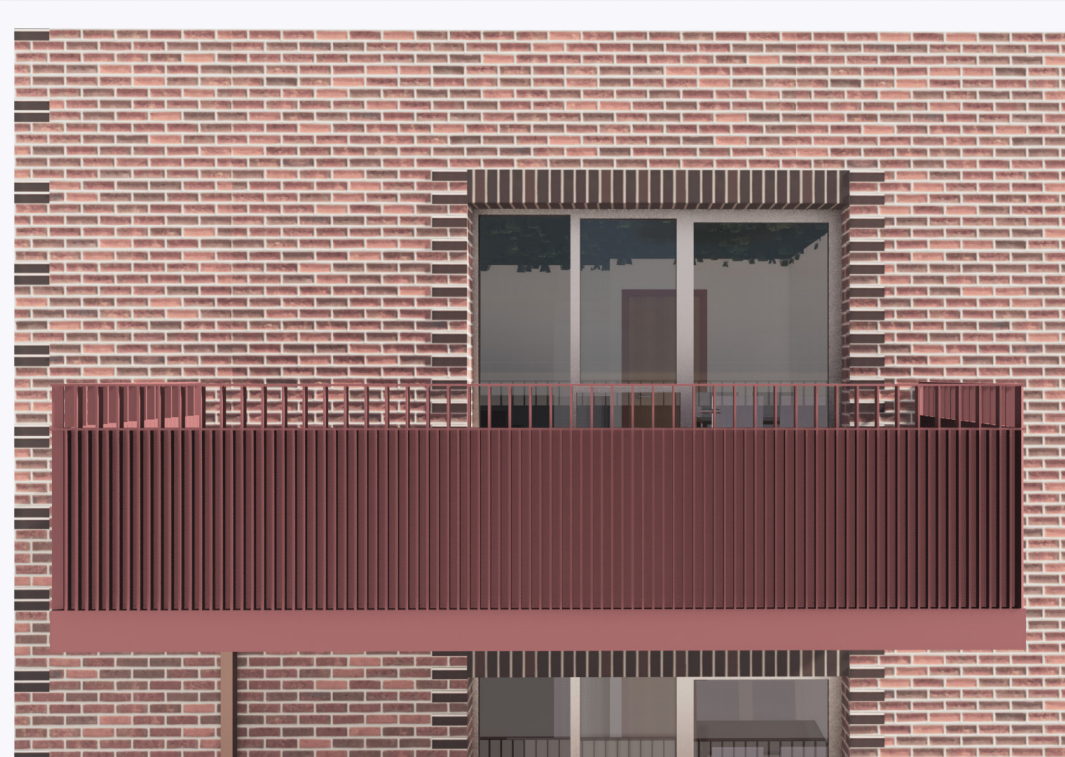


1100mm railing with solid panel balcony in claret red, with 825mm datum

Balcony Type 2



1100mm railing balcony in claret red, with 825mm datum



Elevation view of projecting solid panel balcony

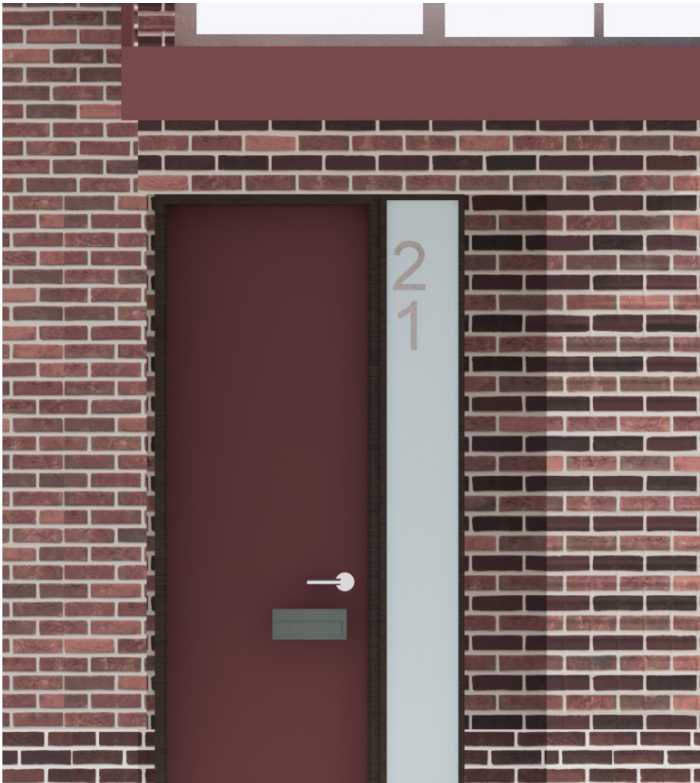


Elevation view of projecting railing balcony

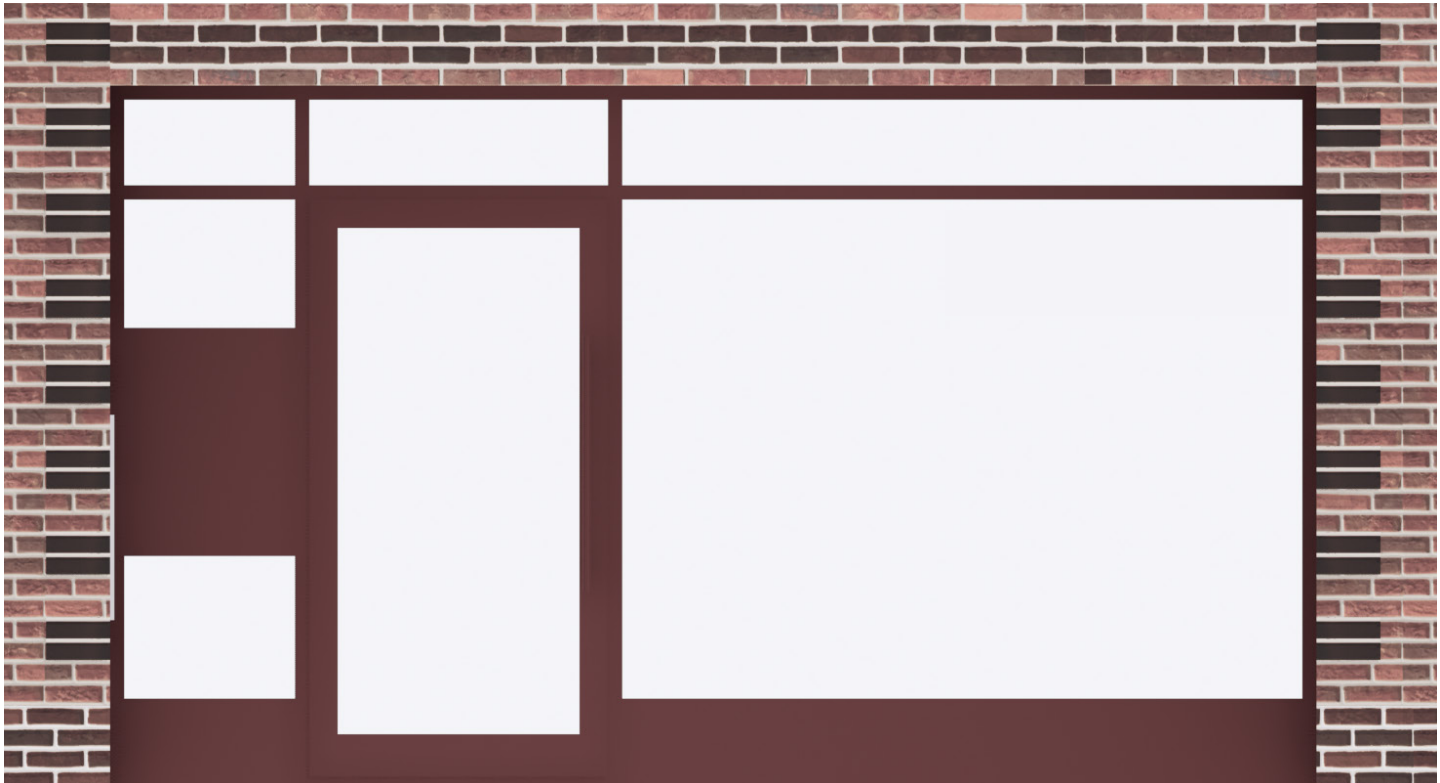
5.5.6 Entrances

Residential entrances for duplexes are celebrated with a single course alternating pattern of the two bricks. Within the entrance recess is a combination of; glazing, doorsets and framing to match metalwork, and signage for property number.

Communal entrances have a double course alternating pattern of the two bricks and light mortar which extends above the entrance opening and wraps into the communal lobby, improving legibility and emphasising the connection through to the communal courtyard.



Residential entrance



Communal Entrance



Residential entrance



Communal Entrance

5.6 Access

5.6.1 Overview

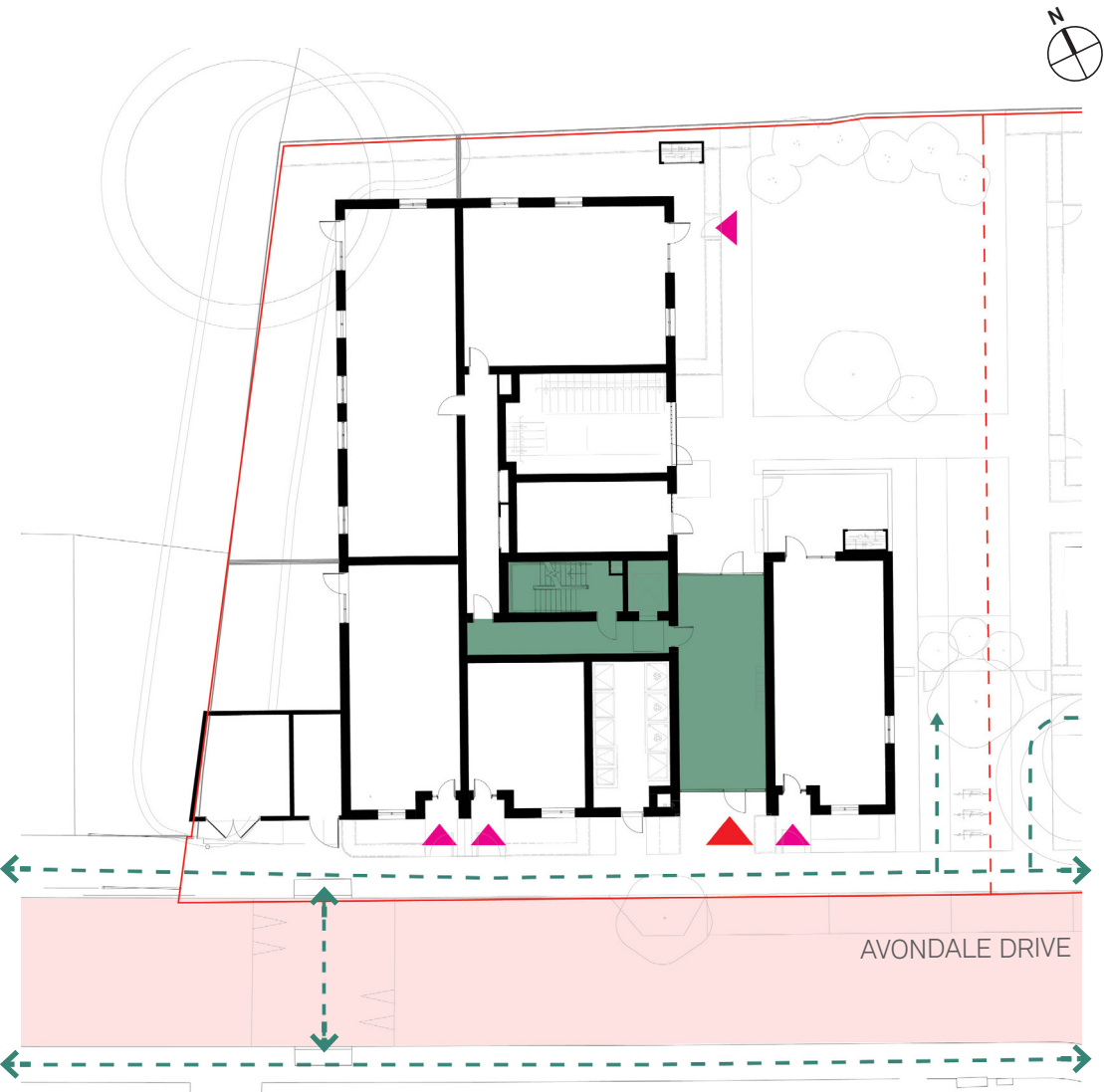
The proposed development sets up a clear diagram of routes though the site, maintaining the existing east-west route to ensure connectivity with the surrounding neighbourhood. The specific proposals for Phase 1A continues the principles set up for the wider site as described in Design and Access Statement - Chapter 4.

5.6.2 Pedestrian Movement

Pedestrian access is central to the design of the scheme and designed to reflect the suburban residential street. Phase 1A retains the existing 2m pedestrian path along Avondale Drive. The school crossing to the south-west edge is also maintained.

The building has a street level resident’s entrance and a secondary resident’s gated entrance into the communal garden.

The purpose of the second entrance is to encourage resident’s regular use of the communal garden, whereas the main entrance is clearly located on street level for the legibility of visitors. Ground floor duplexes and apartments have private external entrances to the street. Upper floor apartments are accessed by stair or lift via the building core.



Ground Floor Plan - Pedestrian routes

- Key
- Communal cores
 - Pedestrian routes
 - Communal core entrances
 - Private residential entrances
 - Shared surface

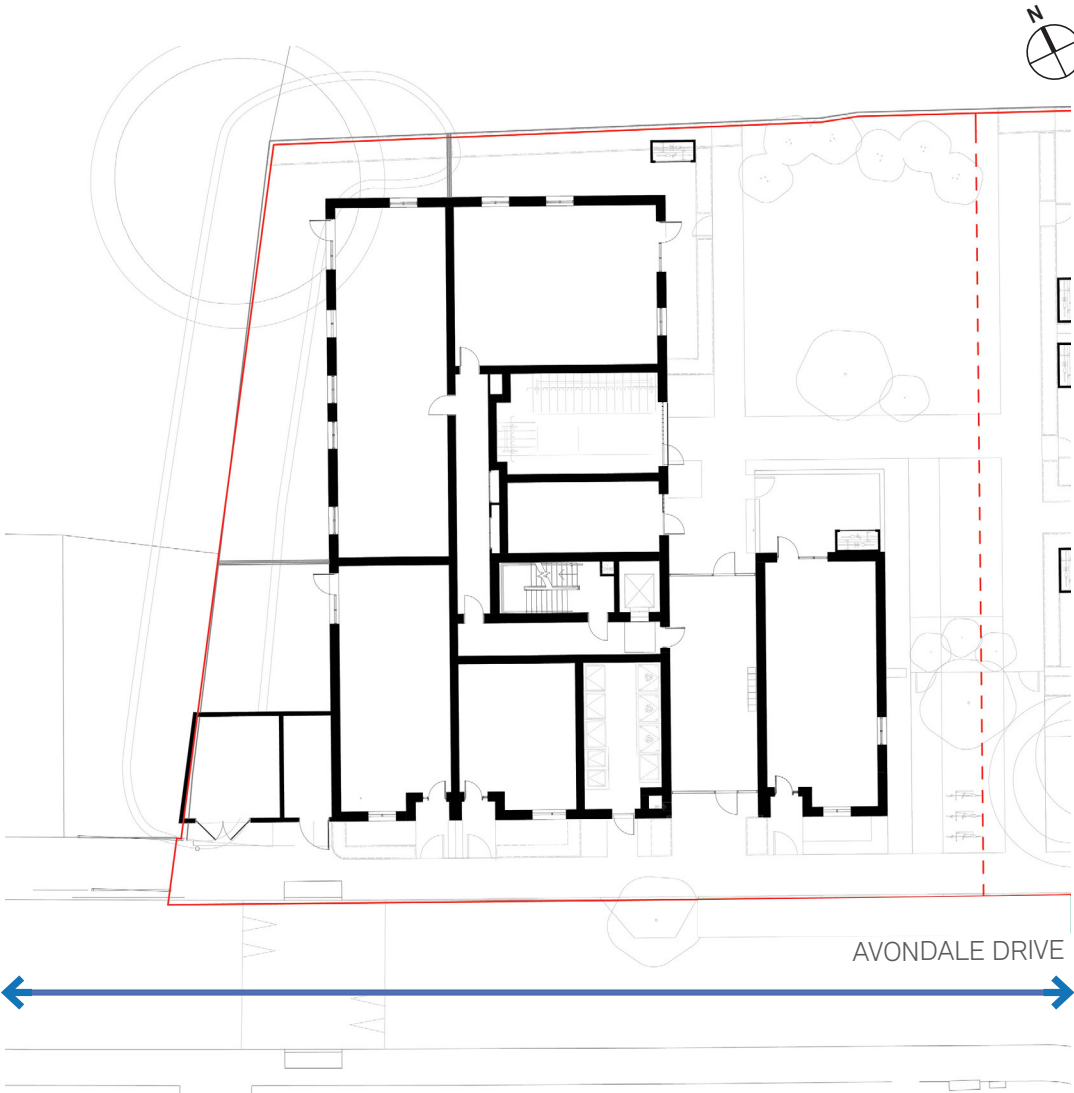
5.6.3 Vehicle Movement

Two-way vehicular access is maintained east-west along Avondale Drive.

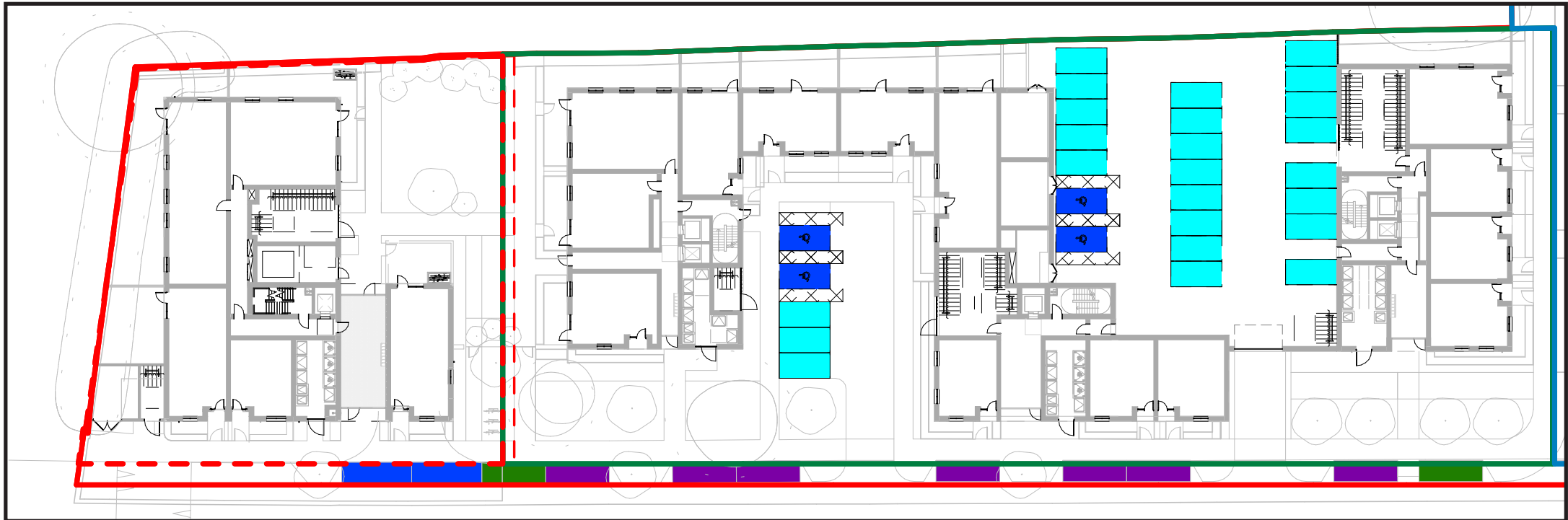
5.6.4 Car Parking Summary

Phase IA will benefit from use of the existing on-street car parking currently along Avondale Drive once completed. Parking will later be formalised following the delivery of the future phase, allowing for continuous use of parking throughout.

Key
Primary roads



Ground Floor Plan - Proposed services and deliveries route



5.6.5 Cycle Routes and Storage

Cycling is encouraged for all through the inclusion of accessible, secure and covered storage for residents and commercial users. This phase will meet the cycling parking requirement outlined within the 2021 London Plan.

56 cycle spaces are provided for residents, in dedicated cycle stores at ground floor level in the building. To maximise active frontages at ground floor level and reduce the visual impact of large cycle stores along the street, the main cycle store is accessed from within the resident’s courtyard, behind a second line of security. In addition, a second small cycle store is provided adjacent to the main block and is accessible off Avondale Drive.

All cycle stores are designed for ease of use with large format doors and generous routes to and from the stores. Residents can exit/enter with their bikes via the resident’s courtyard or through the lobby.

Sheffield stand cycle spaces are also provided externally for visitors to the east of the building, which are overlooked by homes.

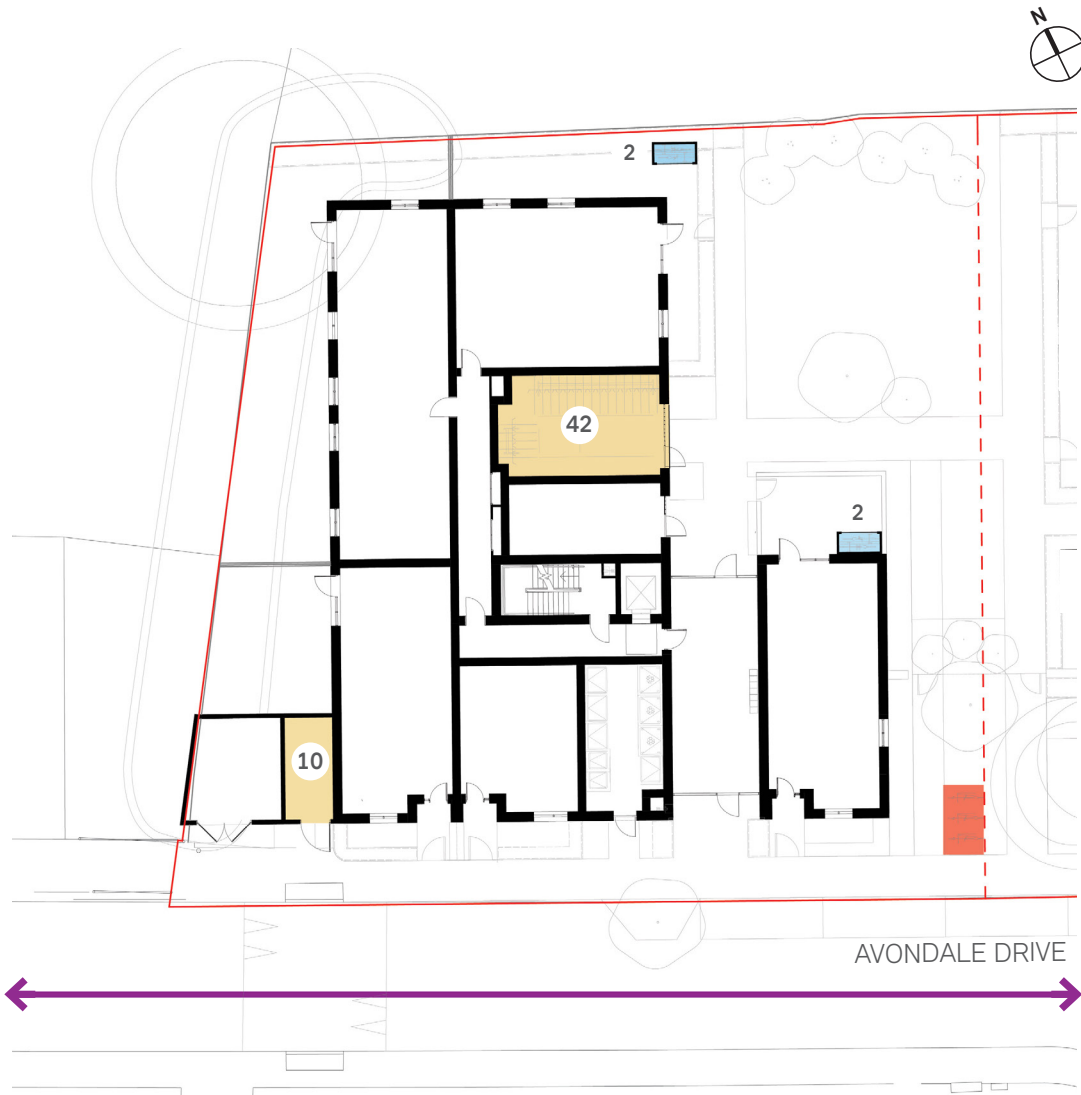
5.6.6 Refuse Collection

The refuse strategy for the Avondale Drive masterplan has been developed with the Council’s Waste & Recycling Services team and is based on the Guidance for Waste and Recycling Storage and Collection document provided by the Council.

Secure bin stores are proposed at ground floor level. The bin store is located adjacent to the building entrance and within 10m from the refuse vehicle collection route. The bin store is accessed from externally only via a large louvred door for ventilation.

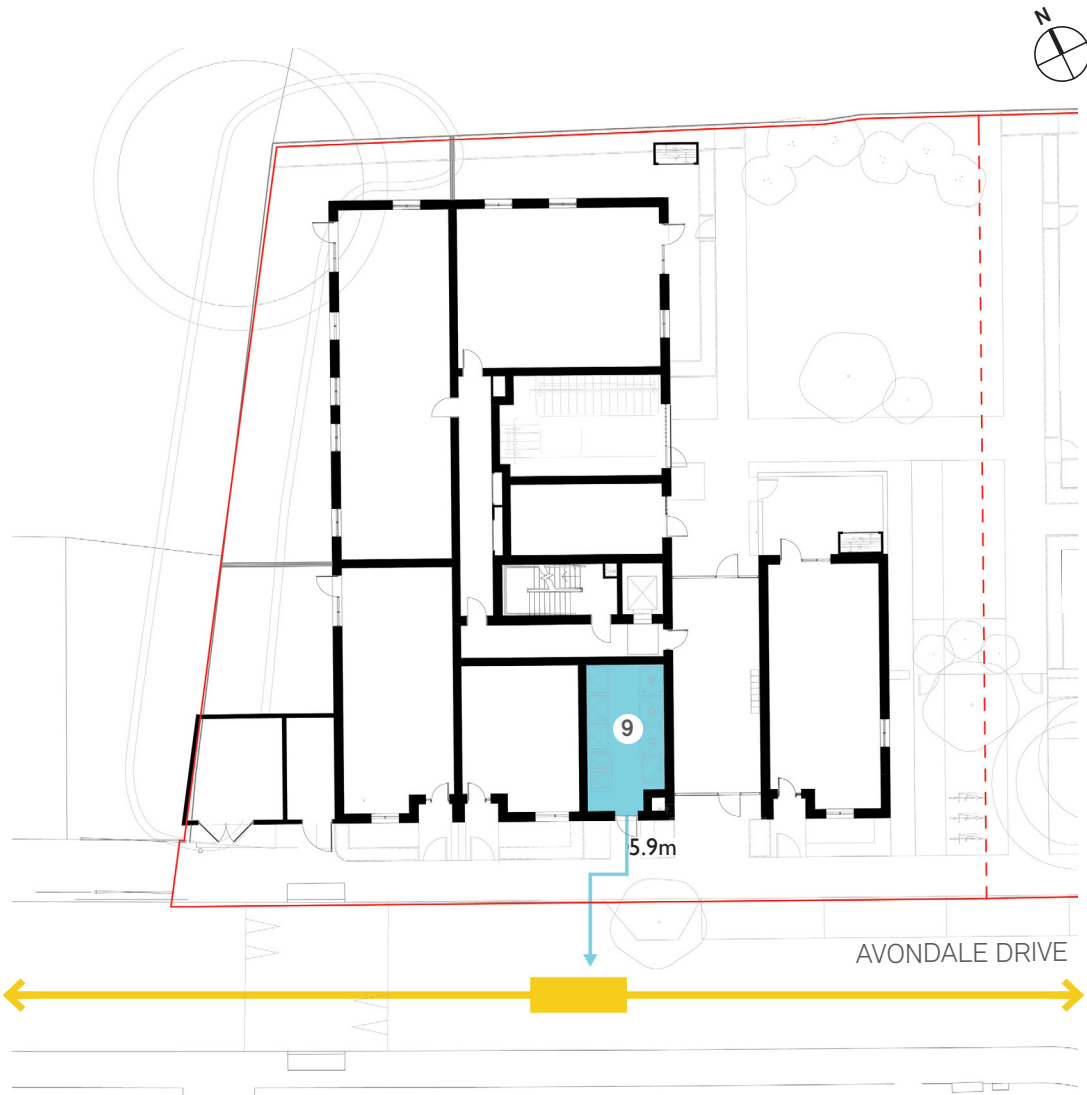
The duplex homes also make use of the communal bin store to reduce the presence of individual bin stores along Avondale Drive. The illustration opposite indicates the location relative to the vehicle access route.

Please refer to the Transport Assessment for further information about the refuse strategy.



Ground Floor Plan - Cycle routes

- Key
- Primary roads
 - Visitor Sheffield stands
 - Two tier cycle stands
 - Cycle storage capacity
 - Private cycle store



Ground Floor Plan - Proposed refuse collection

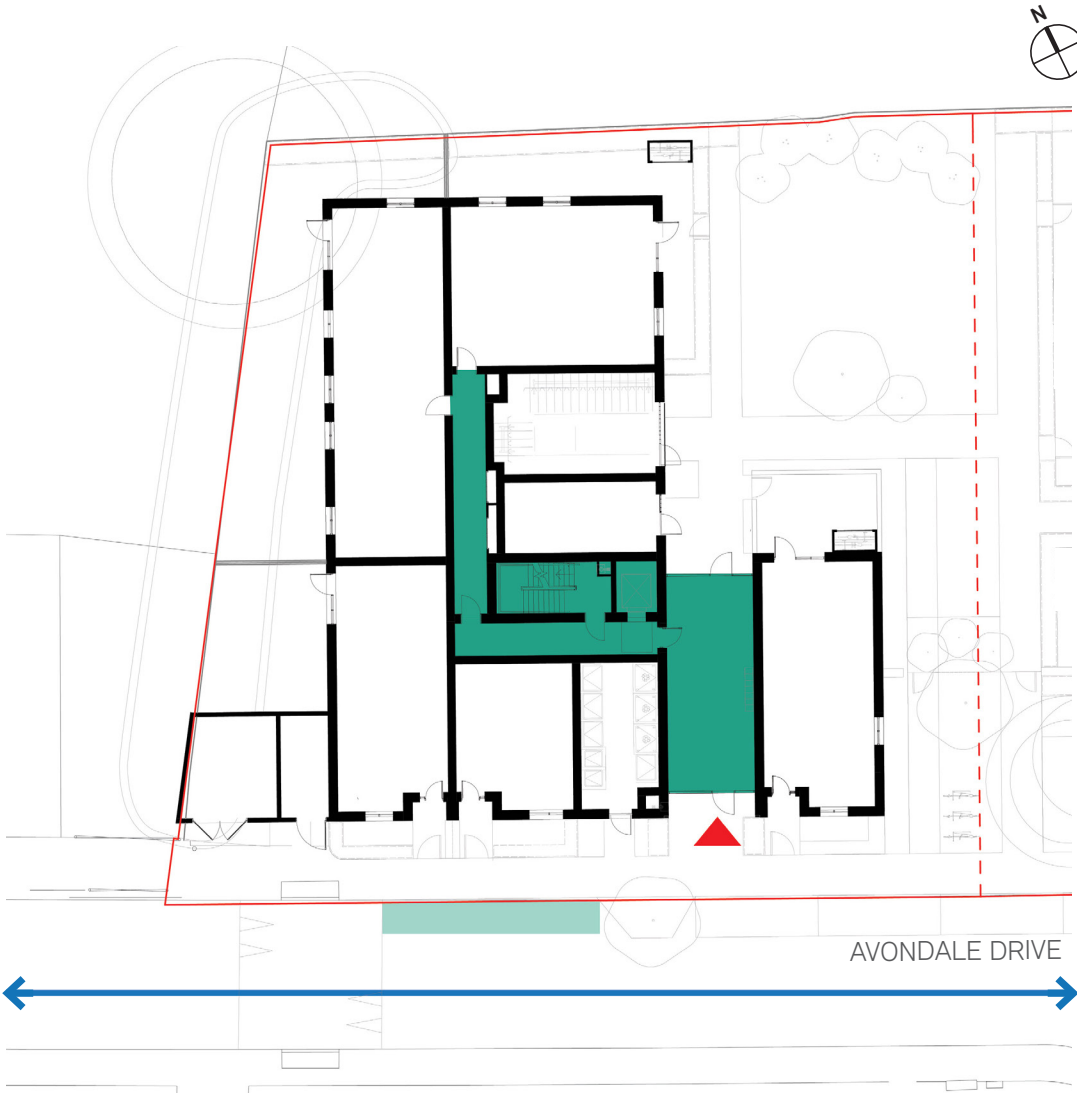
- Key
- Primary roads
 - Distance from bins
 - Bin store
 - Bin store capacity

5.6.7 Service and Deliveries

A dedicated loading bay is proposed directly in front of the Phase 1A building. This is primarily intended for maintenance vehicle access that will be periodically required for the substation in the phase, providing a stopping space for the vehicle and avoid the need for disrupting access over the existing school crossing.

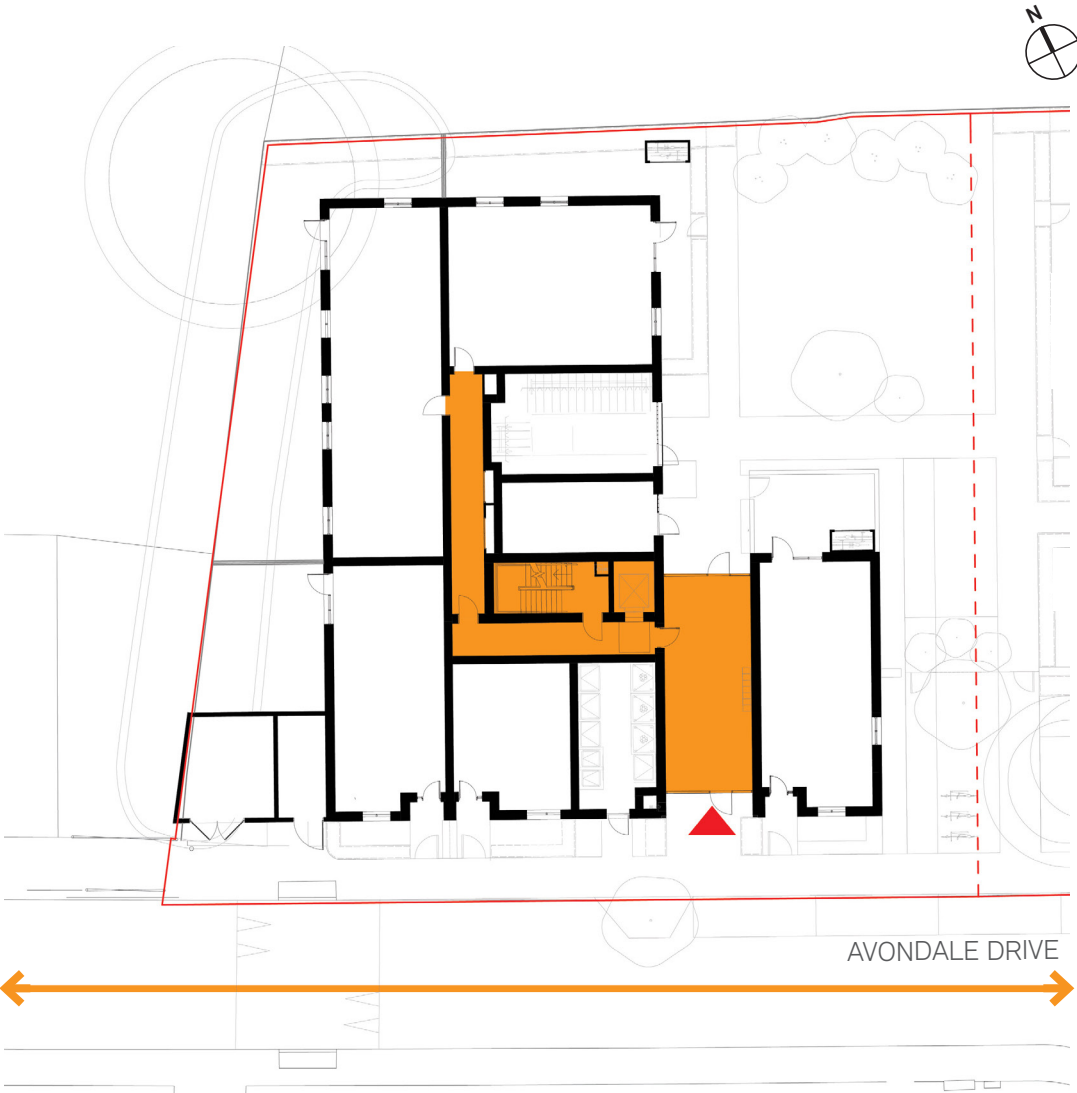
5.6.8 Emergency Vehicles

Avondale Drive will be maintained as the primary emergency vehicle access into the development site. Access for emergency personnel will be direct from Avondale Drive through the principal entrance which allows access to the ground floor apartments or through the building via the stair core.



Ground Floor Plan - Proposed services and deliveries route

- Key
- Cores
 - Space for maintenance vehicle for substation servicing
 - Primary roads
 - Core entrances



Ground Floor Plan - Proposed emergency vehicle access

- Key
- Cores
 - Core entrances
 - Primary roads

5.6.9 Inclusive Access

All homes within proposals are designed to Building Regulations Approved Document M, with 10% of the private homes designed to M4(3): Category 3 wheelchair accessible standards. All approaches, points of access and circulation within Plot D4 are designed to be compliant with Approved Document Part K of the Building Regulations, and to meet DDA standards. All dwellings meet the nationally described space standards.

- Suitable approach routes, paths and clear;
- Step-free approach to principal entrances;
- Adequate cover over entrances for shelter;
- Suitable dwelling entrance opening widths of 850mm clear with 300mm nibs;
- Level entry and flush thresholds to private amenity space;
- Circulation widths of 1050mm minimum;
- Suitable internal door opening clear widths of 750mm minimum;
- Level access throughout the entrance level;
- Suitable WC facilities at entrance level with floor shower drain facility;
- 1200mm clear space in front of kitchen units;
- Recommended clearance zones around beds.

- 1.5m x 1.8m turning space inside entrance door, with adequate clear space to side of leading edge of door;
- Adequate clear opening widths of 900mm to entrance door and to all internal doors;
- Adequate 1100mm x 1700mm space for wheelchair charging and storage;
- Adequate manoeuvre space in all rooms including bedrooms with 1200x1200mm clear spaces;
- Suitable sanitary facilities with a full 1500mm wheelchair turning space clear of all bath or shower room fixtures and fittings.

Two accessible parking bays are proposed in front of the Phase 1A building along Avondale Drive to minimise travel distances for wheelchair users.

Cat M4(3)

There is 1 Cat M4(3) wheelchair accessible home in Phase 1A, located on the ground floor with access through the principal entrance and ground floor circulation space.

Features incorporated into the design of Cat M4(3) home includes:-

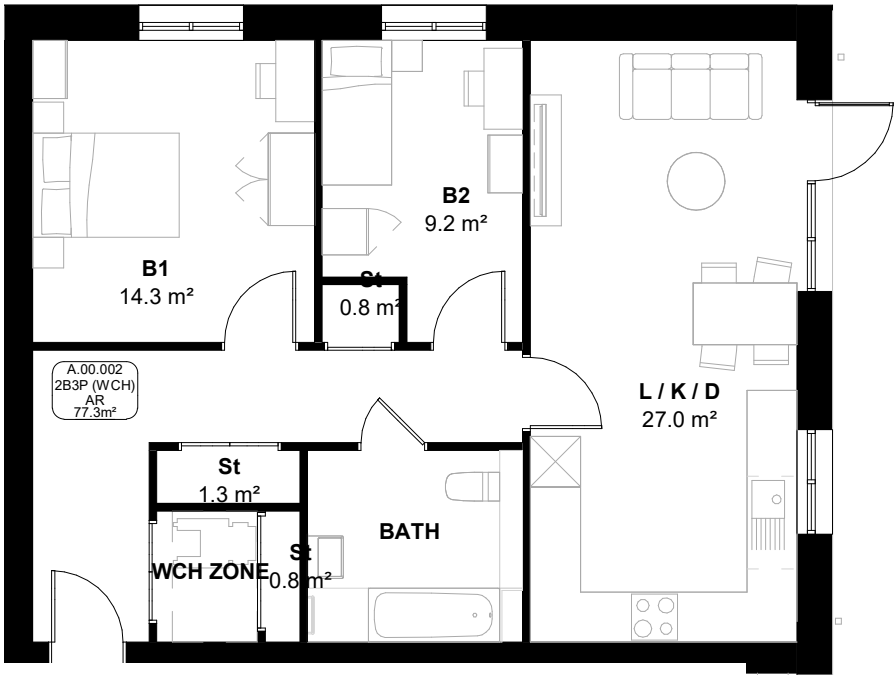
- Adequate spatial and structural provision so that they accommodate wheelchair user residents;
- Provisions for fully fitted out accessible fixtures and fittings to suit the resident’s needs;
- Level or gently sloping approach routes with sheltered 1.5m x 1.2m space outside the entrances;
- Adequate 900mm clear opening widths to entrance doors and a minimum 300mm space to the leading edge and 200mm on the push side;
- Level internal circulation to the dwelling and minimum internal corridor widths of 1050mm;



Ground Floor Plan - Cat M4 compliant flat

Key

Cat M4(3)



Category. M4 compliant flat

5.7 Fire Strategy

The fire strategy proposal has been consulted on with Elementa Consulting with comments incorporated into the proposed scheme.

All of the Phase 1A building is <18m in height. Block A has four floors above ground level and all apartments are accessed via a single stair for egress. The following elements will be provided regarding fire safety:

- As this is a residential scheme, the building will operate a stay-put policy. The building will designed in accordance with Approved Document B.
- The upper levels will be provided with a mechanical smoke venting system, with the 0.6m2 smoke shaft at the dead-end of the corridor which exceeds 7.5m. This system will also serve the apartment corridor at ground floor level.
- All apartments will be provided with sprinkler protection in accordance with BS9251:2021. The structural fire resistance for the building will be 60 minutes.
- A dry riser will be provided in the staircase, and all points of the floorplate will be within 45m of the dry riser outlet.



Illustrative fire strategy

Appendix

Appendix 1: GLA Housing SPG Checklist

Appendix 2: Schedule of Areas

Appendix 3: Content for Design Code

Appendix I: GLA Housing SPD Checklist

PQP 4.2 – London Plan Housing SPG March 16 – Compliance Checklist

Project Name	Avondale Drive Estate – Phase 1A
Project No	19-100
Client	London Borough of Hillingdon

This checklist must be read in conjunction with the detailed description/specifications in the London Housing Supplementary Planning Guidance March 2016:
https://www.london.gov.uk/sites/default/files/housing_spg_revised_040516.pdf

Furniture sizes and schedule is as per London Housing Design Guide Appendix 2:
<http://www.london.gov.uk/sites/default/files/interim%20London%20Housing%20Design%20Guide.pdf>

Quality Standards	Y/N	Notes
Defining Good Places		
Standard 1- Development proposals should demonstrate: a How the design responds to its physical context, including the character and legibility of the area and the local pattern of building, public space, landscape and topography. b How the scheme relates to the identified character of the place, to the local vision and strategy or how bolder change is justified in relation to a coherent set of ideas for the place expressed in the local vision and strategy or agreed locally.		Please refer to DAS Section 2.2/2.3/2.4 Section 5.5
Standard 2- Development proposals should demonstrate: a How the scheme complements the local network of public spaces, including how it integrates with existing streets and paths. b How public spaces and pedestrian routes are designed to be overlooked and safe, and blank elevations onto the public realm at ground floor have been avoided. c For larger developments, how any new public spaces including streets and paths are designed on the basis of an understanding of the planned role and character of these spaces within the local movement network, and how new spaces relate to the local vision and strategy for the area.		Please refer to DAS Section 2.1 Section 3.2 Section 4.4 Section 5.5/5.6.1/5.6.2/5.6.3

PQP 4.2 – London Plan Housing SPG March 16 – Compliance Checklist

Quality Standards	Y/N	Notes
Communal and Public Open space		
Standard 3- Development proposals should demonstrate that they comply with the LPAs’ open space strategies, ensuring that an audit of surrounding open space is undertaken and that where appropriate, opportunities to help address a deficiency in provision by providing new public open spaces are taken forward in the design process.		Please refer to the Landscape Report
Standard 4- Where communal open space is provided, development proposals should demonstrate that the space: is overlooked by surrounding development is accessible disabled people including people who require level access and wheelchair users is designed to take advantage of direct sunlight has suitable management arrangements in place		Please refer to Landscape Report And Daylight & Sunlight Report
Play Space		
Standard 5 (and Policy 3.6)- For developments with an estimated occupancy of ten children or more, development proposals should make an appropriate play provision in accordance with the Mayor’s Play and Informal Recreation SPG.		Please refer to the Landscape Report
Housing for a diverse city		
Density		
Standard 6 (and Policy 3.4)- Development proposals should demonstrate how the density of residential accommodation satisfies London plan policy relating to public transport access levels (PTALs) and the accessibility of local amenities and services, and is appropriate to the location.		.Please refer to Transport Assessment Report
Residential Mix		
Standard 7 (and Policy 3.8)- Development proposals should demonstrate how the mix of dwelling types and sizes and the mix of tenures meet strategic and local need and are appropriate to the location.		Please refer to Planning Statement

PQP 4.2 – London Plan Housing SPG March 16 – Compliance Checklist

Quality Standards	Y/N	Notes
Entrance and approach		
Standard 8- All main entrances to houses, ground floor flats and communal entrance lobbies should be visible, clearly identifiable, and directly accessible from the public realm.	Y	
Standard 9- The distance from the accessible car parking of standard 18 to the home or the relevant block entrance or lift core should be kept to a minimum and should be preferably level or where level is not possible, gently sloping (1:60-1:20) on a suitable ground surface.	Y	
Active Frontages		
Standard 10- Active frontages should be maximised and inactive frontages minimised on the ground floor of buildings facing publically accessible space, in order to provide natural surveillance and activity.	Y	
Access		
Standard 11- 90 per cent of new build housing should meet Building Regulation requirement M4(2) ‘accessible and adaptable dwellings’ with the remaining 10 per cent meeting Building Regulation requirement M4(3) ‘wheelchair user dwellings’.	Y	
Shared circulation		
Standard 12- Each core should be accessible to generally no more than eight units on each floor.	Y	
Standard 13- An access core serving 4 or more dwellings should provide an access control system with entry phones in all dwellings linked to a main front door with electronic lock release. Unless a 24-hour concierge is provided, additional security measures including audio-visual verification to the access control system should be provided where any of the following apply: more than 25 dwellings are served by one core the potential occupancy of the dwellings served by one core exceeds 100 bed spaces more than 8 dwellings are provided per floor ¹	Y	

¹ Based on Secure by Design, ibid

PQP 4.2 – London Plan Housing SPG March 16 – Compliance Checklist

Quality Standards	Y/N	Notes																																																																							
Standard 14- Where dwellings are accessed via an internal corridor, the corridor should receive natural light and adequate ventilation where possible.	Y																																																																								
Standard 15- All dwellings entered at the seventh floor (eighth storey) and above should be served by at least two lifts.	Y																																																																								
Standard 16- It is desirable that every wheelchair user dwelling is served by more than one lift.	Y																																																																								
Car parking																																																																									
Standard 17- The maximum standards set out below should be the basis for considering planning applications:																																																																									
<table><tr><th></th><th colspan="2">PTAL 0 to 1</th><th colspan="2">PTAL 2 to 4</th><th colspan="2">PTAL 5 to 6</th></tr><tr><th>Suburban</th><th>150–200 hr/ha</th><th>Parking provision</th><th>150–250 hr/ha</th><th>Parking provision</th><th>200–350 hr/ha</th><th>Parking provision</th></tr><tr><td>3.8–4.6 hr/unit</td><td>35–55 u/ha</td><td rowspan="3">Up to 2 spaces per unit</td><td>35–65 u/ha</td><td rowspan="3">Up to 1.5 spaces per unit</td><td>45–90 u/ha</td><td rowspan="3">Up to one space per unit</td></tr><tr><td>3.1–3.7 hr/unit</td><td>40–65 u/ha</td><td>40–80 u/ha</td><td>55–115 u/ha</td></tr><tr><td>2.7–3.0 hr/unit</td><td>50–75 u/ha</td><td>50–95 u/ha</td><td>70–130 u/ha</td></tr><tr><th>Urban</th><th>150–250 hr/ha</th><td rowspan="3">Up to 1.5 spaces per unit</td><th>200–450 hr/ha</th><td rowspan="3">Up to one space per unit</td><th>200–700 hr/ha</th><td rowspan="3">Up to one space per unit</td></tr><tr><td>3.8–4.6 hr/unit</td><td>35–65 u/ha</td><td>45–120 u/ha</td><td>45–185 u/ha</td></tr><tr><td>3.1–3.7 hr/unit</td><td>40–80 u/ha</td><td>55–145 u/ha</td><td>55–225 u/ha</td></tr><tr><td>2.7–3.0 hr/unit</td><td>50–95 u/ha</td><td></td><td>70–170 u/ha</td><td>70–260 u/ha</td><td></td></tr><tr><th>Central</th><th>150–300 hr/ha</th><td rowspan="3">Up to one space per unit</td><th>300–650 hr/ha</th><td rowspan="3">Up to one space per unit</td><th>650–1100 hr/ha</th><td rowspan="3">Up to one space per unit</td></tr><tr><td>3.8–4.6 hr/unit</td><td>35–80 u/ha</td><td>65–170 u/ha</td><td>140–290 u/ha</td></tr><tr><td>3.1–3.7 hr/unit</td><td>40–100 u/ha</td><td>80–210 u/ha</td><td>175–355 u/ha</td></tr><tr><td>2.7–3.0 hr/unit</td><td>50–110 u/hr</td><td></td><td>100–240 u/ha</td><td>215–405 u/ha</td><td></td></tr></table>				PTAL 0 to 1		PTAL 2 to 4		PTAL 5 to 6		Suburban	150–200 hr/ha	Parking provision	150–250 hr/ha	Parking provision	200–350 hr/ha	Parking provision	3.8–4.6 hr/unit	35–55 u/ha	Up to 2 spaces per unit	35–65 u/ha	Up to 1.5 spaces per unit	45–90 u/ha	Up to one space per unit	3.1–3.7 hr/unit	40–65 u/ha	40–80 u/ha	55–115 u/ha	2.7–3.0 hr/unit	50–75 u/ha	50–95 u/ha	70–130 u/ha	Urban	150–250 hr/ha	Up to 1.5 spaces per unit	200–450 hr/ha	Up to one space per unit	200–700 hr/ha	Up to one space per unit	3.8–4.6 hr/unit	35–65 u/ha	45–120 u/ha	45–185 u/ha	3.1–3.7 hr/unit	40–80 u/ha	55–145 u/ha	55–225 u/ha	2.7–3.0 hr/unit	50–95 u/ha		70–170 u/ha	70–260 u/ha		Central	150–300 hr/ha	Up to one space per unit	300–650 hr/ha	Up to one space per unit	650–1100 hr/ha	Up to one space per unit	3.8–4.6 hr/unit	35–80 u/ha	65–170 u/ha	140–290 u/ha	3.1–3.7 hr/unit	40–100 u/ha	80–210 u/ha	175–355 u/ha	2.7–3.0 hr/unit	50–110 u/hr		100–240 u/ha	215–405 u/ha	
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Notes: All developments in areas of good public transport accessibility (in all parts of London) should aim for significantly less than 1 space per unit. Adequate parking spaces for disabled people must be provided preferably on-site^[1] 20 per cent of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future. In outer London areas with low PTAL (generally PTALs 0–1), boroughs should consider higher levels of provision, especially to address ‘overspill’ parking pressures.																																																																									
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PQP 4.2 - London Plan Housing SPG March 16 – Compliance Checklist

Quality Standards	Y/N	Notes
Standard 18- Each designated wheelchair accessible dwelling should have a car parking space that complies with Part M4 (3).	Y	Please refer to Transport Assessment Report
Standard 19- Careful consideration should be given to the siting and organisation of car parking within an overall design for open space so that car parking does not negatively affect the use and appearance of open spaces	Y	Please refer to Transport Assessment Report and Landscape Report
Cycle storage		
Standard 20 (Policy 6.9)- All developments should provide dedicated storage space for cycles at the following level: 1 per studio and one bed 2 per all other dwellings. In addition, one short stay cycle parking space should be provided per 40 units.	Y	Please refer to Transport Assessment Report, Landscape Report And DAS 5.6.5
Standard 21- Individual or communal cycle storage outside the home should be secure, sheltered and adequately lit, with convenient access to the street. Where cycle storage is provided within the home, it should be in addition to the minimum GIA and minimum storage and circulation space requirements. Cycle storage identified in habitable rooms or on balconies will not be considered acceptable. ²	N/A	
Refuse and recycling facilities		
Standard 22- Communal refuse and recycling containers, communal bin enclosures and refuse and recycling stores should be easily accessible to all residents including children and wheelchair users, and located on a hard, level surface. The location should satisfy local requirements for waste collection. Refuse and recycling stores within buildings should be located to limit the nuisance caused by noise and smells and maintained to a high hygiene standard.	Y	Please refer to DAS 5.6.6
Standard 23- Storage facilities for waste and recycling containers should be provided in accordance with local authority requirements and meeting at least British Standard BS5906:2005 Code of Practice for waste management in Buildings.	Y	Please refer to DAS 5.6.6

² For more detail see Transport for London Cycle Design Standards available from <https://tfl.gov.uk/rate/publications-and-reports/cycling>

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Quality Standards	Y/N	Notes
Dwelling Space Standards		
Standard 24- All new dwellings should meet the nationally described space standard ³	Y	
Standard 25- Dwelling plans should demonstrate that dwellings will accommodate the furniture, access and activity space requirements relating to the declared level of occupancy and the furniture schedule set out in Approved Document Part M.	Y	
Private Open Space		
Standard 26- A minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant.	Y	
Standard 27- The minimum depth and width for all balconies and other private external spaces should be 1500mm.	Y	
Privacy		
Standard 28- Design proposals should demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring property, the street and other public spaces. Based on Secured by Design.	Y	
Dual Aspect		
Standard 29- Developments should minimise the number of single aspect dwellings. Single aspect dwellings that are north facing, or exposed to noise levels above which significant adverse effects on health and quality of life occur, or which contain three or more bedrooms should be avoided. ⁴	Y	
Noise		
Standard 30 (and Policy 7.15)- The layout of adjacent dwellings and the location of lifts and circulation spaces should seek to limit the transmission of noise to sound sensitive rooms within dwellings.	Y	

³ DCLG. Technical housing standards – nationally described space standard. 2015
⁴ See PPG 24 1994 *ibid*. See also CLG NPPF 2012 *ibid* para 123 DEFRA. Noise Policy Statement for England. Explanatory Note. DEFRA, 2010

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Quality Standards	Y/N	Notes						
Floor to Ceiling Heights								
Standard 31- A minimum ceiling height of 2.5 metres for at least 75% of the gross internal area is strongly encouraged.	Y							
Daylight & Sunlight								
Standard 32- All homes should provide for direct sunlight to enter at least one habitable room for part of the day. Living areas and kitchen dining spaces should preferably receive direct sunlight.	Y	Please refer to Daylight & Sunlight Report						
Air Quality								
Standard 33 (and Policy 7.14)- Minimise increased exposure to existing poor air quality and make provision to address local problems of air quality; be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs).	Y	Please refer to Air Quality Assessment						
Environmental Performance								
Standard 34 (and Policy 5.3)- All homes should satisfy London Plan policy on sustainable design and construction and make the fullest contribution to the mitigation of and adaptation to climate change.		Please refer to Energy Statement						
Energy & CO ₂								
Standard 35 (and Policy 5.3)- Development proposals should be designed in accordance with the LP energy hierarchy, and should meet the following minimum targets for carbon dioxide emissions reduction. <table><tr><td>Year</td><td>Improvement on 2013 Building Regulations</td></tr><tr><td>2014 - 2016</td><td>35 per cent⁵</td></tr><tr><td>2016 - 2036</td><td>Zero carbon</td></tr></table>	Year	Improvement on 2013 Building Regulations	2014 - 2016	35 per cent ⁵	2016 - 2036	Zero carbon		Please refer to Energy Statement And Sustainability Strategy
Year	Improvement on 2013 Building Regulations							
2014 - 2016	35 per cent ⁵							
2016 - 2036	Zero carbon							
Overheating								
Standard 36 (and Policy 5.9)- Development proposals should demonstrate how the design of dwellings will avoid overheating without reliance on energy intensive mechanical cooling systems.		Please refer to Energy Statement						

⁵ As set out in the Mayor’s Sustainable Design and Construction SPG 2014 (paragraph 2.4.3) and the Energy Planning- GLA Guidance on preparing energy assessments

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Quality Standards	Y/N	Notes
Water		
Standard 37 (and Policy 5.15) - New dwellings should be designed to ensure that a maximum of 105 ⁶ litres of water is consumed per person per day in line with the optional requirement of Part G.		Please refer to Energy Statement
Flooding and Drainage		
Standard 38 (and Policy 5.12) - Where development is permitted in an area at risk of flooding, it should incorporate flood resilient design in accordance with the NPPF and its associated technical Guidance ⁷ whilst ensuring level access is maintained.		Please refer to Civils Report
Standard 39 (and Policies 5.11 & 5.13) - New development should incorporate Sustainable Urban Drainage Systems and green roofs where practical with the aim of achieving a Greenfield run-off rate, increasing bio-diversity and improving water quality. Surface water run-off is to be managed as close to source as possible.		Please refer to Energy Statement And Landscape Report
Ecology		
Standard 40 (and Policy 7.19) - The design and layout of new residential development should avoid areas of ecological value and seek to enhance the ecological capital of the area in accordance with GLA best practice guidance on biodiversity and nature conservation		Please refer to Biodiversity Report And Landscape Report
Design Process		
Standard 41- Developments should manage existing materials, specify sustainable materials that are robust and fit for purpose and secure the sustainable procurement of materials. <i>Note: Read the guidance in paragraphs 2.4.1 – 2.4.4 advising on what information should be submitted as part of the planning application.</i>		

Signed	Nicholas Gaul				
Date	03.12.2021				
Revision	Rev:	C1	Date:	03-12-2021	Notes:

⁶ Excluding an allowance of 5 litres or less per head per day for external water use (as set out in MALP and ‘optional’ Requirement G2 of Schedule 1 to the Building Regulations 2010)
⁷ Technical Guidance to the National Planning Policy Framework, Department for Communities and Local Government, March 2012 or any subsequent guidance on flood risk issued in support of the NPPF

Appendix 2: Schedule of Areas

GIA and NIA Schedule

Rev	Description	Date
-	AVD- CIL Floorspace	29.10.21

NOTE:

1

For the Outline portion of the scheme areas are estimate only based on the target areas contained in the masterplan accommodations schedule
100_AVD_PROPOSED HOUSING MIX (Rev. A)

2

For the Detailed portion of the scheme areas are based on the NIA and GIA measurements illustrated on AVD-PTE-ZZ-XX-DR-10600 (Rev. P02) & AVD-PTE-ZZ-XX-DR-10601 (Rev. P01)

3

For Phase 4 the estimated GIAs assume inset balconies to all buildings; To calculated - the minimum balconies size has been added to each dwelling (e.g. 1B2P = 50m2+5m2 = 55m2). Please note this does not include any allowance for an external wall between the balony and dwelling.

4

The areas category **Other** includes the following: Bins, Bikes and Ancillary spaces.

5

Unless otherwise indicated measurements based on RICS Method of Measruement (6th Edition, 2018)

DETAIL APPLICATION

PHASE	TENURE	Residential		Non Residential		Car Park	Other	Total GIA	Total NIA
		GIA	NIA	GIA	NIA	GIA	GIA		
Phase 1	AR	2,843.1	2,226.4	-	-	-	151.8	2,994.9	2,226.4

OUTLINE APPLICATION

Phase 1B	PS	4,968	4,140	-	-	521	246	5,735	4,140
	AR	4,752	3,960	-	-	499	235	5,486	3,960
Phase 2	PS	4,538	3,782	-	-	363	189	5,091	3,782
	AR	3,089	2,574	-	-	247	129	3,465	2,574

TOTAL	sq.m	20,190.3	16,682.4	0.0	0.0	1,630.3	950.0	22,770.5	16,682.4
	sq.ft	217,326.4	179,567.7	0.0	0.0	17,548.1	10,225.2	245,099.6	179,567.7

Appendix 3: Scope for Future Design Code

This “scoping” statement identifies headline topics and subject areas that are proposed to form the basis of a future Design Code to guide the detailed design of the estate.

As discussed with LBH Officers, and agreed in principle, it is intended that the requirement for a Design Code will be subject to an appropriately worded planning condition attached to the consent. The Design and Access Statement submitted in support of the hybrid planning application will incorporate core, strategic and more localised design principles for each character area of the Illustrative Masterplan. This will set the foundation for future design development which will be expected to be detailed further through the Design Code.

To provide a level of assurance on the structure and contents of the Design Code, it is proposed that this statement will be appended to the submitted Design and Access Statement to inform the wording of the relevant planning condition.

Contents Sheet

1. Introduction

- a. Purpose of the Code
- b. The Vision (for the regeneration of the estate)
- c. The Site (and its context)
- d. Planning Context
- e. Design Principles
- f. Structure of the Code
- g. Instructions for Use

2. Overarching Design Code Principles

- a. Land Use and Amount
- b. Layout
- c. Scale and Massing
- d. Access, Movement and Parking
- e. Landscape and Public Realm
- f. Private and Community Amenity Space and Playspace

3. Hayes Town Centre Masterplan

- a. Background
- b. Design Principles
- c. Masterplan Layout
- d. Typical Development Blocks

4. Character Areas and Street Types

- a. Character and Approach
- b. Avondale Drive
- c. Abbotswood Way
- d. Park Street
- e. Park Edge
- f. Courtyard

5. Detailed Design Code Principles

- a. Built Form and Architectural Detail
- b. Material Strategy
- c. Energy and Sustainability
- d. Car and Cycle Parking Strategy
- e. Utilities and Servicing
- f. Waste and Recycling
- g. Lighting Strategy
- h. Design Standards

6. Housing Typologies

- a. Housing Types
- b. Mews Houses
- c. Duplexes and Podium Housing Blocks
- d. Apartment Blocks

7. Glossary of Terms

