

5.0 Appendices

Appendix A

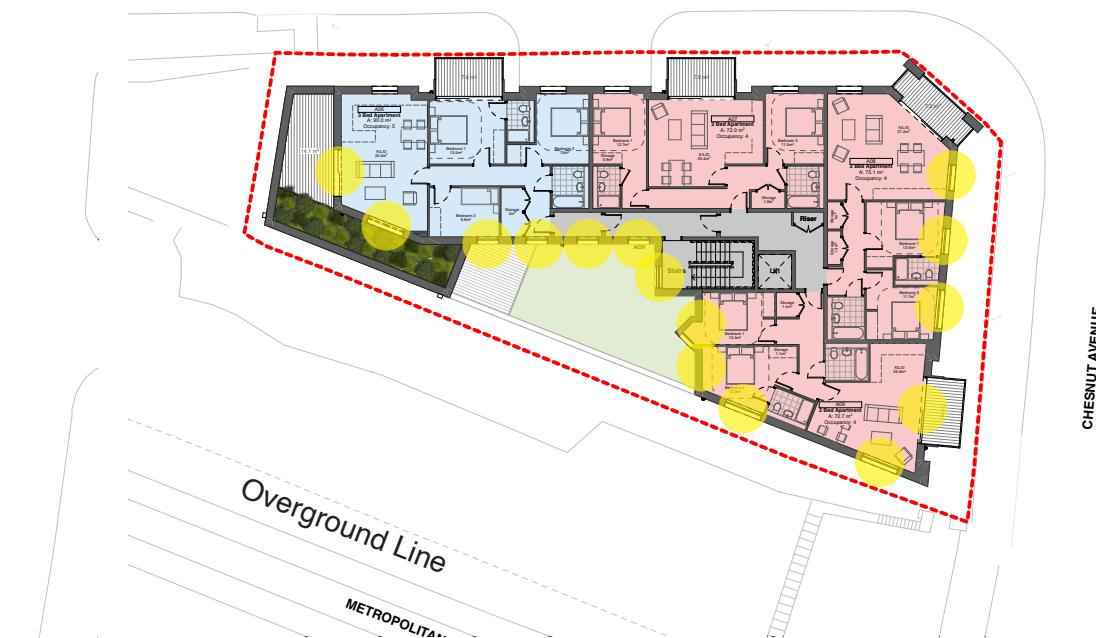
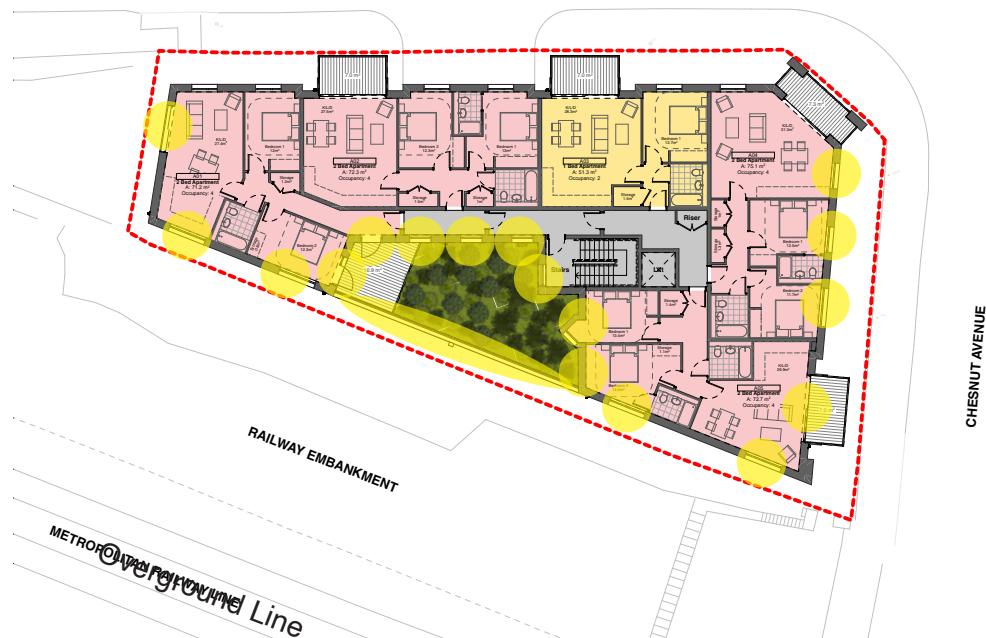
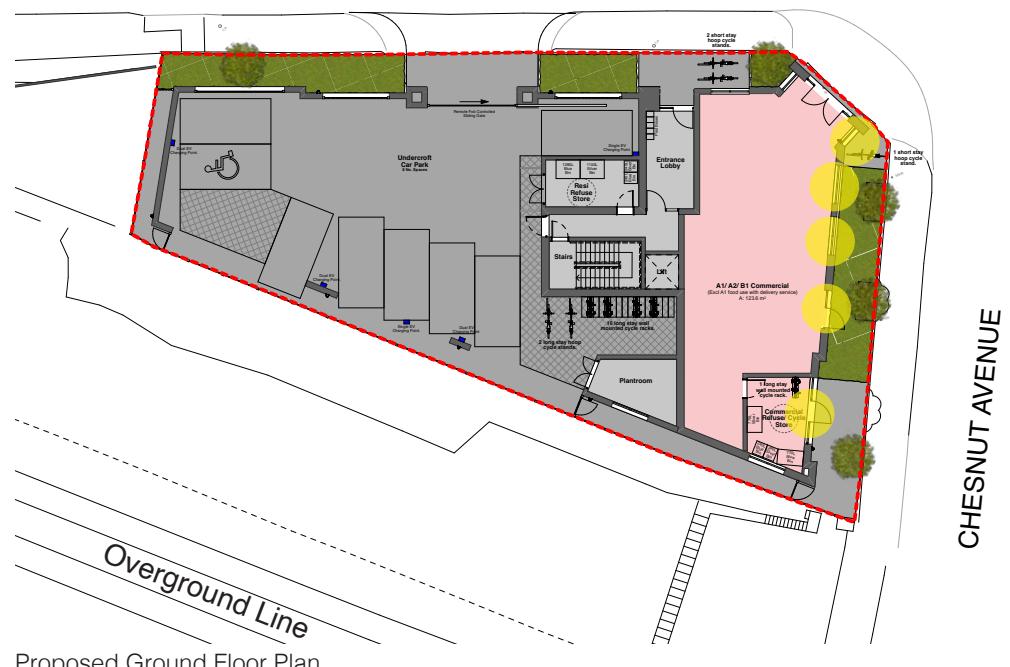
TFL Pre-Application Discussions

As noted in the design development section of the D&A, discussions with TFL have been undertaken between May - July 2022 in which a number of key design issues were highlighted by the LU Engineer. Subsequently these issues have been addressed and the following sections identify what measures have been incorporated into the design to mitigate the issues raised.

TFL Pre-Application Discussions - Reflective Surfaces

Whilst there is no specific guidance from TFL on the acceptable levels of reflectivity of surfaces at any given distance to the railway, consideration has been given to this concern raised by the LU engineer.

Much of the facade is proposed as brickwork with very little or no level of reflectivity. The stair core is proposed to be clad in metal rainscreen cladding (as can be seen on the proposed elevations) that will be powder coated in a matt or sating finish without metallic pigments. There are however windows and balustrading proposed facing the railway and following initial discussion with the LU engineer, the design will incorporate anti-glare glazing which can provide as little as 1% reflectance. The proposed locations of the anti-glare glazing are shown on the plans adjacent (highlighted with yellow circles).



TFL Pre-Application Discussions - Proximity of Openable Windows

PINNER ROAD

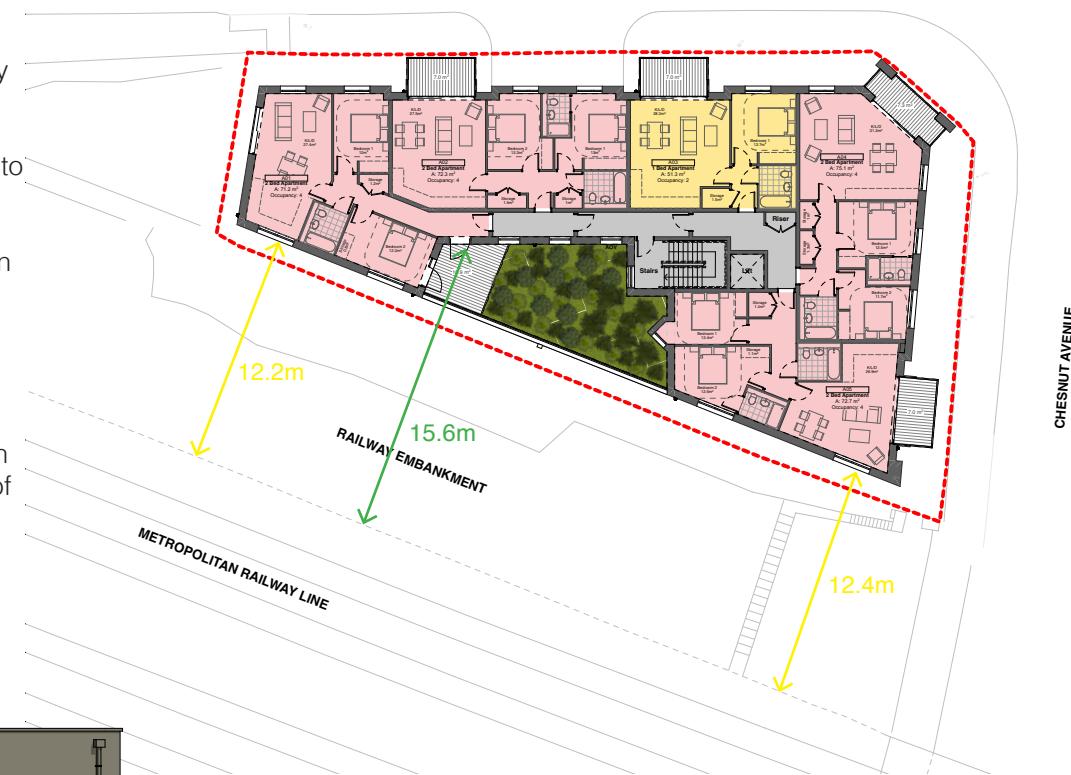
Whilst there is no specific guidance from TFL in regard to openable windows and their proximity to the railway, consideration has been given to this where windows are immediately overlooking the TFL boundary and any potential nuisances arising from fully openable windows in this location.

As seen in the adjacent first floor plan the distance from the top of railway embankment to the nearest window is approximately 12.2m.

Windows with restrictors (max 100mm opening) are proposed to the Southwest Elevation facing towards the railway (highlighted yellow on the below proposed southwest elevation) to limit the potential for rubbish being thrown onto the TFL access route adjacent the Southwest boundary.

Other openable windows facing in this direction are set further back from the TFL boundary looking over the first and second floor landscaped terraces (highlighted green on the below elevation), with the closest openable window being 14.3m away from top of railway embankment and the remainder tapering away further still.

Proposed Southwest Elevation



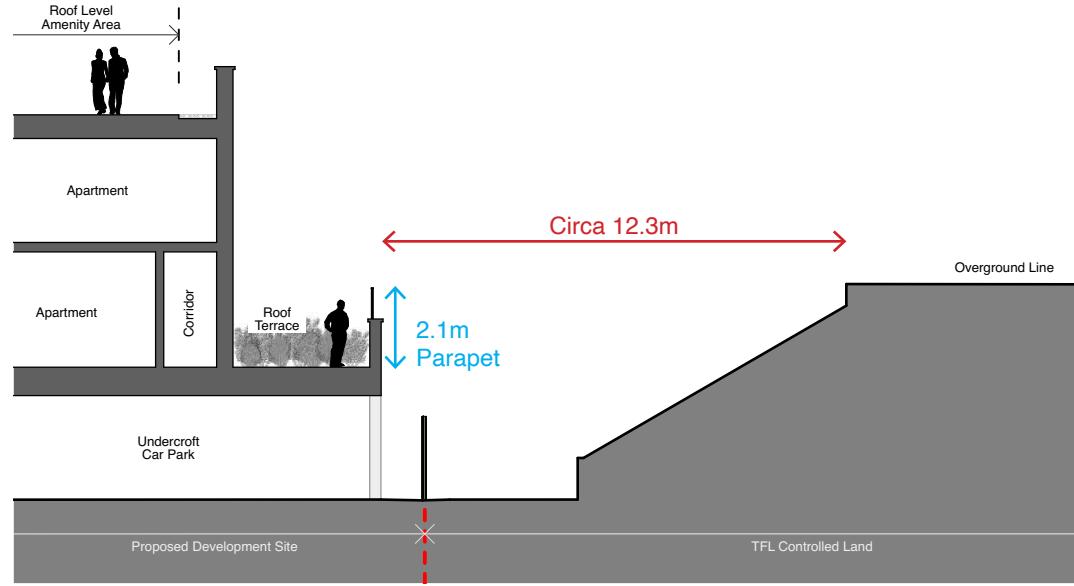
TFL Pre-Application Discussions - Proximity of Balconies and Roof Terraces

Whilst there is no specific guidance from TFL on the acceptable distances of balconies or roof terraces to the railway, consideration has been given to this concern raised by the LU engineer.

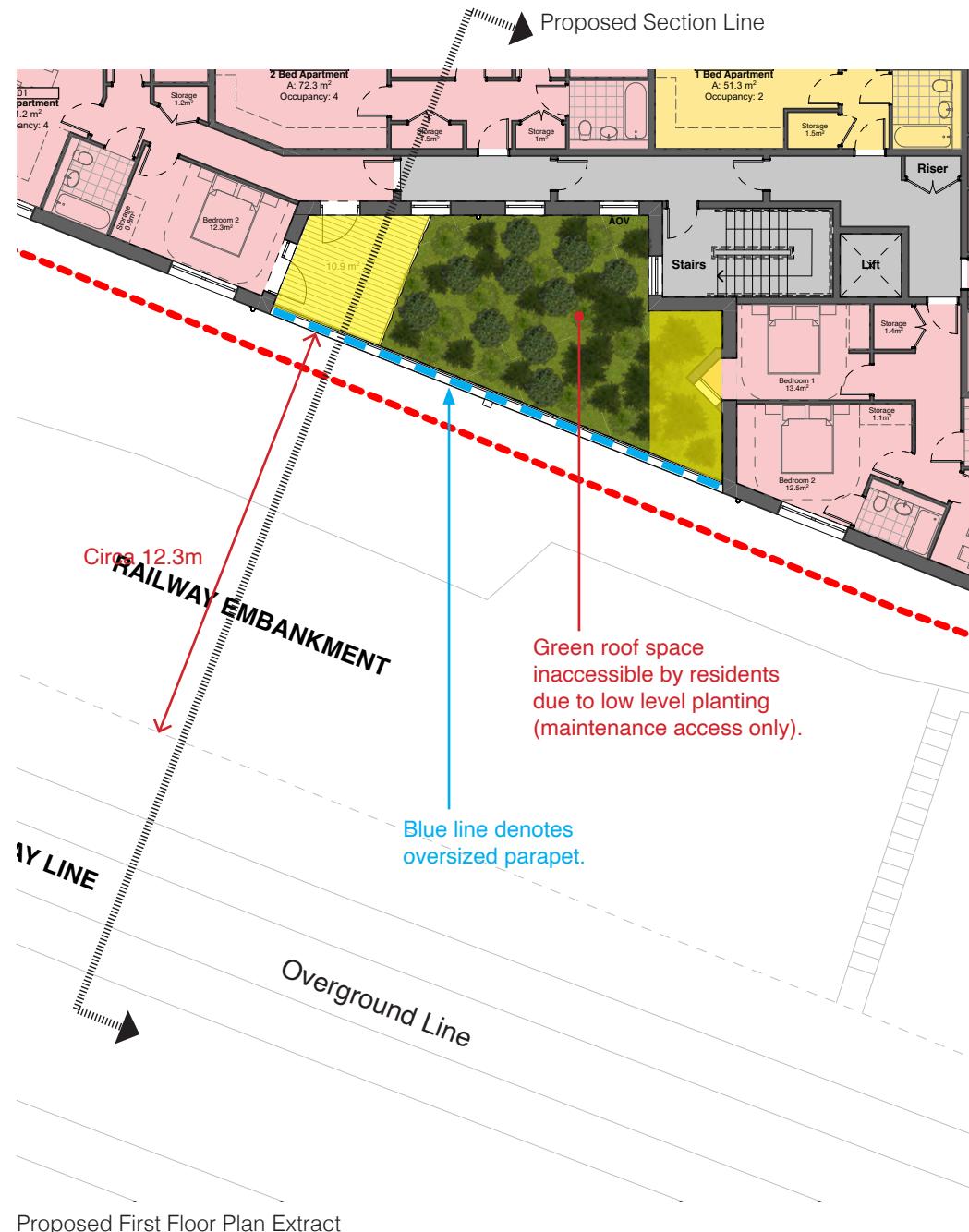
First Floor Private Roof Terraces.

Roof terraces are proposed at first floor level to meet the requirements of the London Housing Design Guide and provide at least the minimum areas of private amenity space for the proposed dwellings. The small terraces at first floor level are facing into the development and do not face towards the railway (highlighted yellow on the adjacent plan), however they do flank the parapets on their shortest sides that face over TFL boundary and towards the railway. We are therefore proposing to provide larger than standard parapet heights to these terraces (see section below) consisting of part solid parapet wall with glazed balustrade above to create a solid barrier to the Southwest Elevation. The total height of the parapet and balustrade will be circa 2.1m high (equivalent to a tall boundary fence) and glazing to the balustrade will be anti-glare as described previously.

Furthermore it can be seen adjacent and below that there is considerable distance between these terraces and the top of the railway embankment which also resides at a higher level than the terrace.



Proposed Section



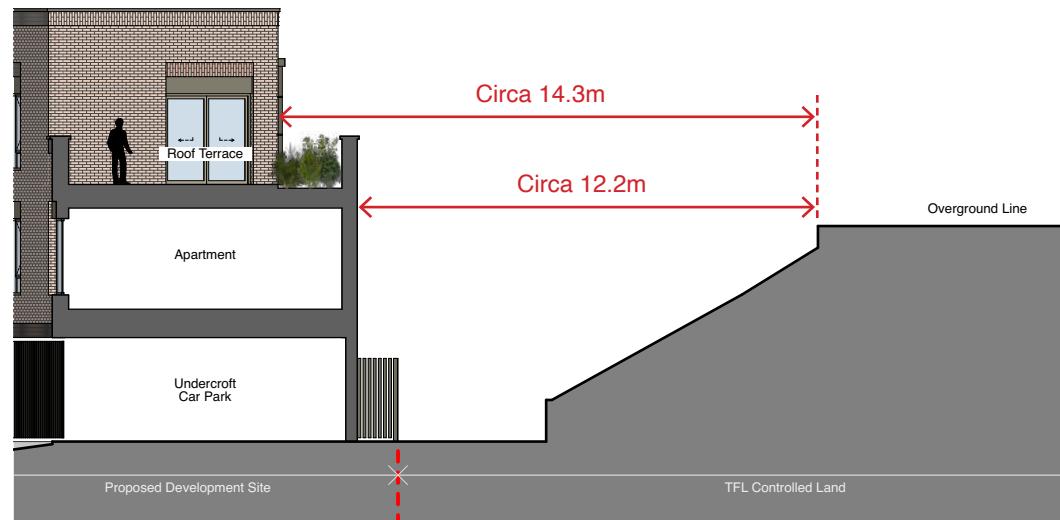
TFL Pre-Application Discussions - Proximity of Balconies and Roof Terraces

(Continued)

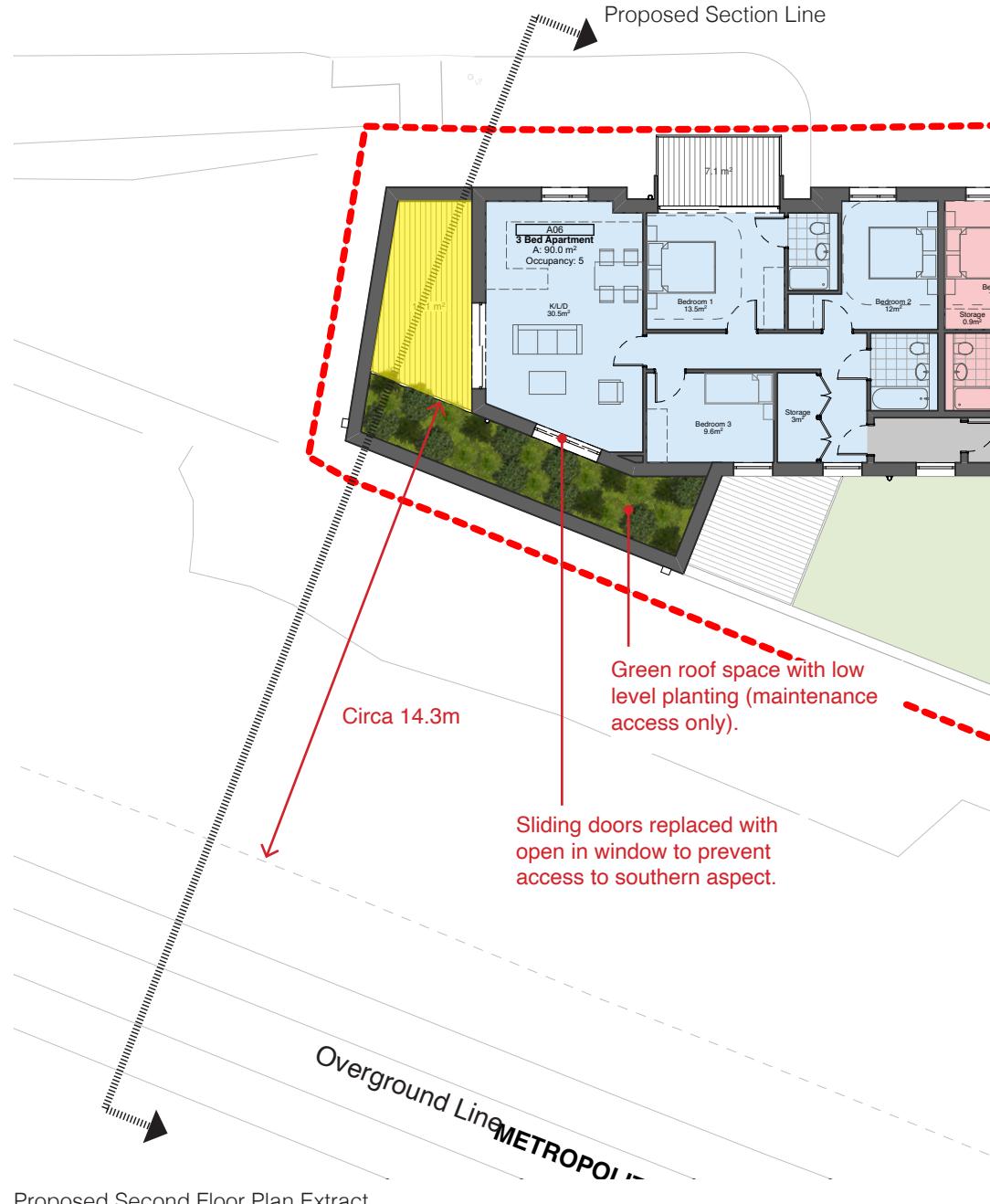
Second Floor Private Roof Terrace

A roof terrace is proposed at second floor level to meet the requirements of the London Housing Design Guide and provide at least the minimum area of private amenity space for the proposed dwelling. The terrace at second floor level (highlighted yellow on the adjacent plan) previously faced towards the railway (May 22 proposals). The design has developed allowing for a green roof space with low level planting to prevent residents from being able to access the roof space facing towards the railway, however intermittent maintenance will be required. Doors previously facing towards the railway and accessing the now removed southwest facing section of the terrace have been replaced with open in windows to allow for cleaning.

Furthermore it can be seen adjacent and below that there is considerable distance between this terraces and the top of the railway embankment.



Proposed Section



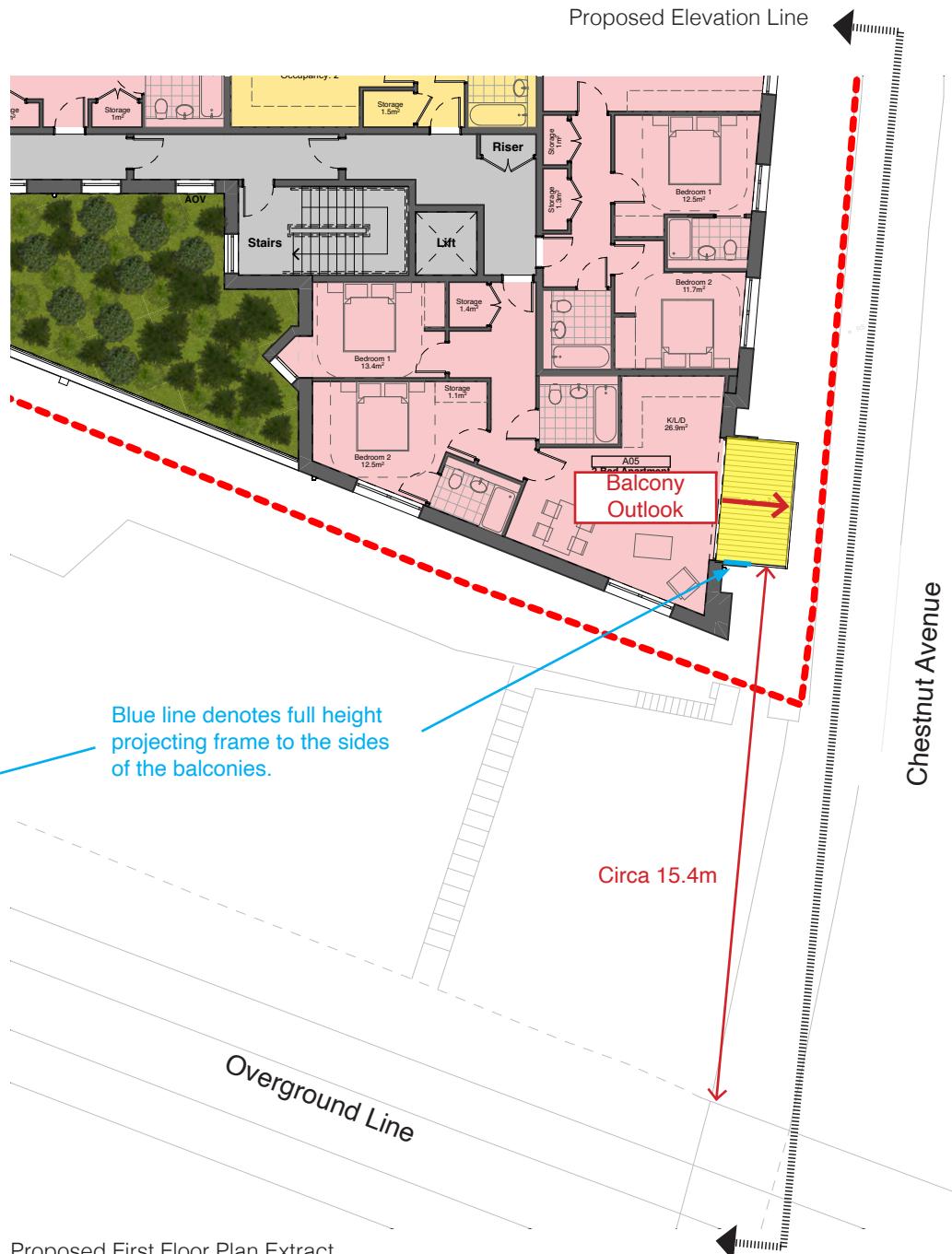
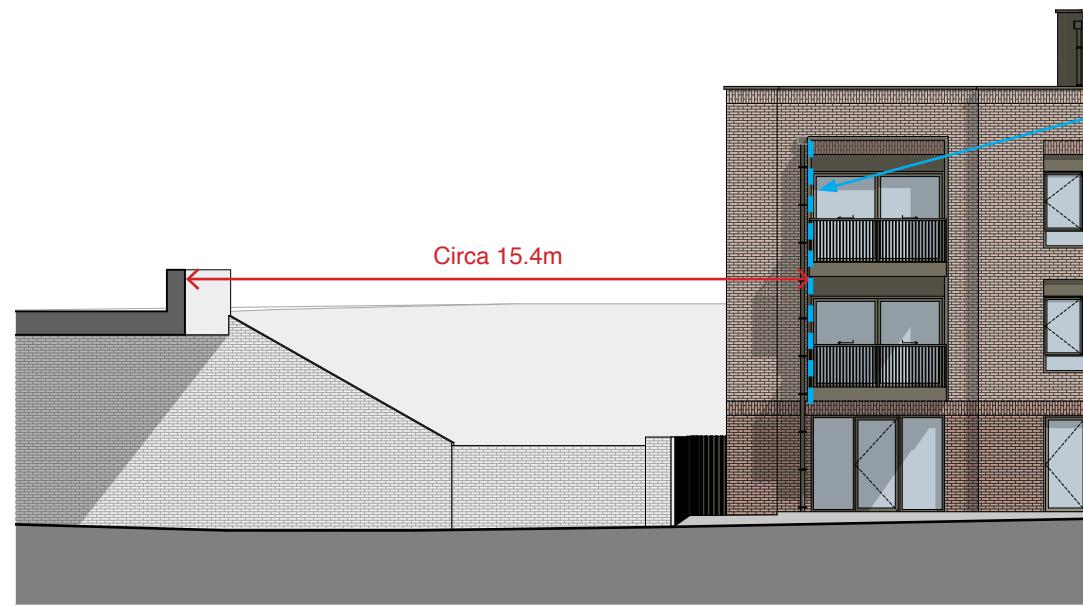
Proposed Second Floor Plan Extract

TFL Pre-Application Discussions - Proximity of Balconies and Roof Terraces (Continued)

First and Second Floor Balconies facing Chestnut Avenue

Balconies are proposed at first floor and second floor level to meet the requirements of the London Housing Design Guide and provide at least the minimum areas of private amenity space for the proposed dwellings. The balconies at first and second floor level (position highlighted yellow on the adjacent plan) are facing onto Chestnut Avenue and do not face towards the railway, however to one side they are within a 3.5 meters of the TFL boundary but are a considerable distance away from the railway as can be seen in the images provided.

As well as being angled slightly away from the railway, the balconies are part-recessed into the facade with the addition of a part-depth full-height framing to the sides of the balconies which will limit outlook towards the railway.



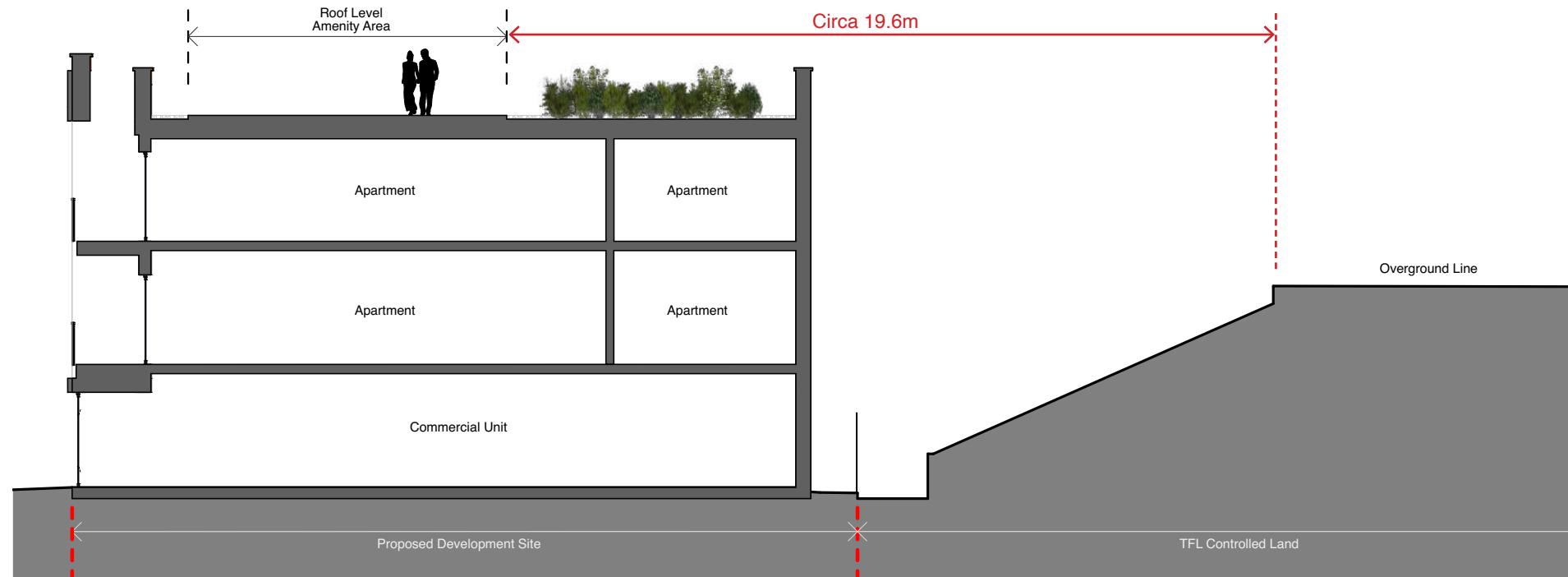
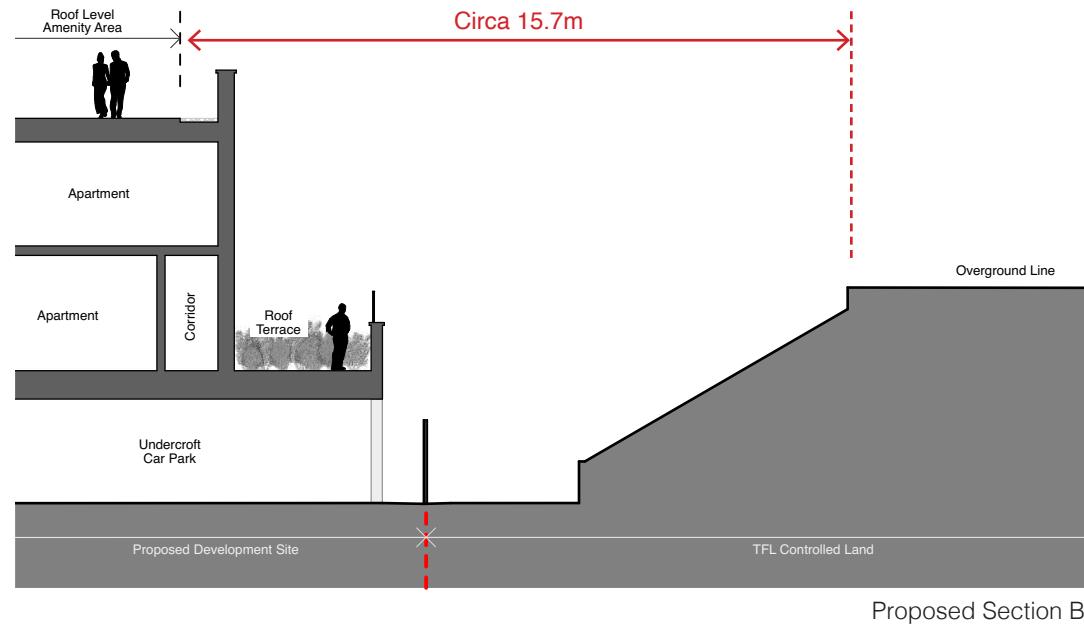
TFL Pre-Application Discussions - Proximity of Balconies and Roof Terraces (Continued)

Third Floor/ Main Roof Amenity Space

An outdoor amenity area is proposed at roof level to meet the requirements of the London Housing Design Guide and provide at least the minimum area of shared amenity space for the residents of the development.

The amenity space (highlighted yellow on the roof plan on the next page) has been redesigned to maximise the distance between accessible parts of the roof space and the railway as can be seen in the sections below/ adjacent and roof plan on the next page.

A planted area has been added to the roof that will prevent residents from being able to access the parts of the roof immediately adjacent the TFL boundary. In addition a perimeter of deterrent paving surrounding the accessible parts of the roof terrace act as a deterrent in accessing the edges of the roof.

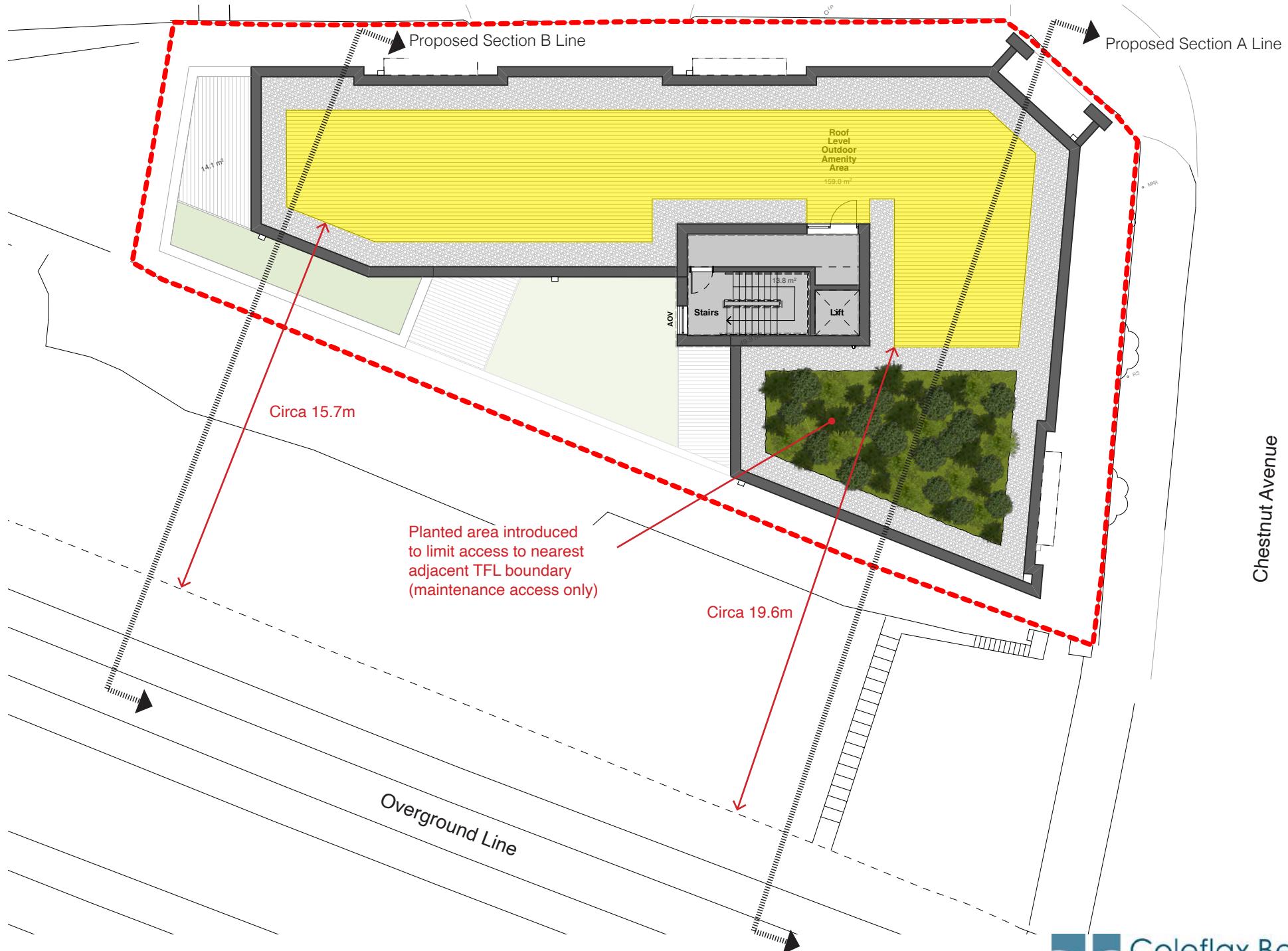


Proposed Section A

Proposed new mixed used development, Pinner Road, Northwood, London, HA6 1DD

TFL Pre-Application Discussions

May-July 2022



Chestnut Avenue

Planted area introduced to limit access to nearest adjacent TFL boundary (maintenance access only)

Circa 19.6m

Overground Line

Proposed new mixed used development, Pinner Road, Northwood, London, HA6 1DD

TFI Pre-Application Discussions

May-July 2022

 Coleflax Bennett
architecture