



DNA | REAL
ESTATE

Uxbridge High Street

Design & Access Statement
March 2024

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01

Introduction



Introduction

This design document sets out the applicant's proposals to develop the site at 148-154 High Street, Uxbridge into two blocks, consisting of co-living, hotel and retail uses with new and enhanced public realm.

The proposal has been discussed and developed in liaison with the project team and the local authority, the London Borough of Hillingdon, since 2021. The following document seeks to explain and address the following key elements of these proposals:

- Contextual analysis of the site and surroundings
- Character analysis of the site and wider context
- Analysis of the existing mass, height and public realm context
- Urban design analysis of the context and the emerging proposals
- Key architectural principles employed in the proposals
- Programme of the proposals and the relationship with the public realm
- Analysis of the proposed layout, mass and height in relation to existing and emerging context
- Details of the proposed architectural design and the strategy informing it

The document has been prepared in accordance with the Planning Practice Guidance Para 031, which states:

A Design and Access Statement must:

- (a) explain the design principles and concepts that have been applied to the proposed development; and
- (b) demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

A development's context refers to the particular characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly.

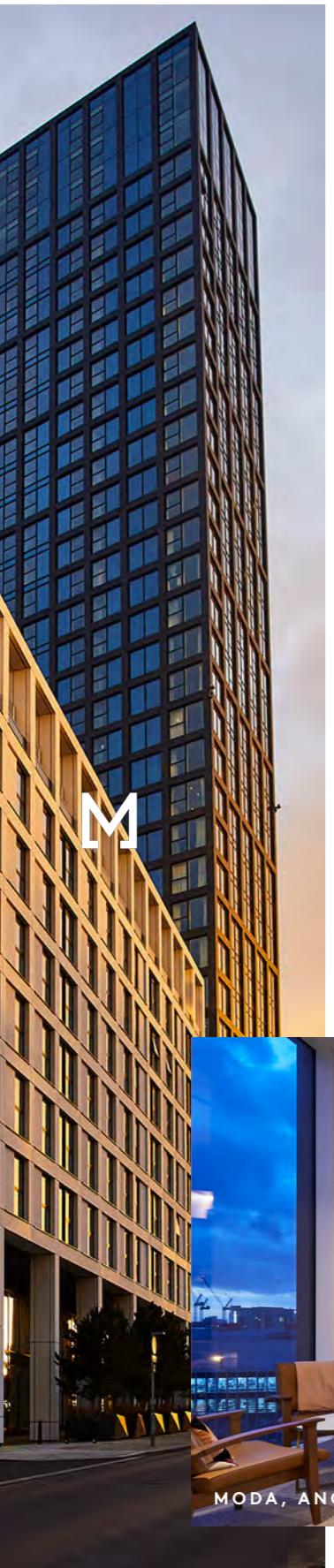
Design and Access Statements must also explain the applicant's approach to access and how relevant Local Plan policies have been taken into account. They must detail any consultation undertaken in relation to access issues, and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed.



148-154 High Street, Uxbridge

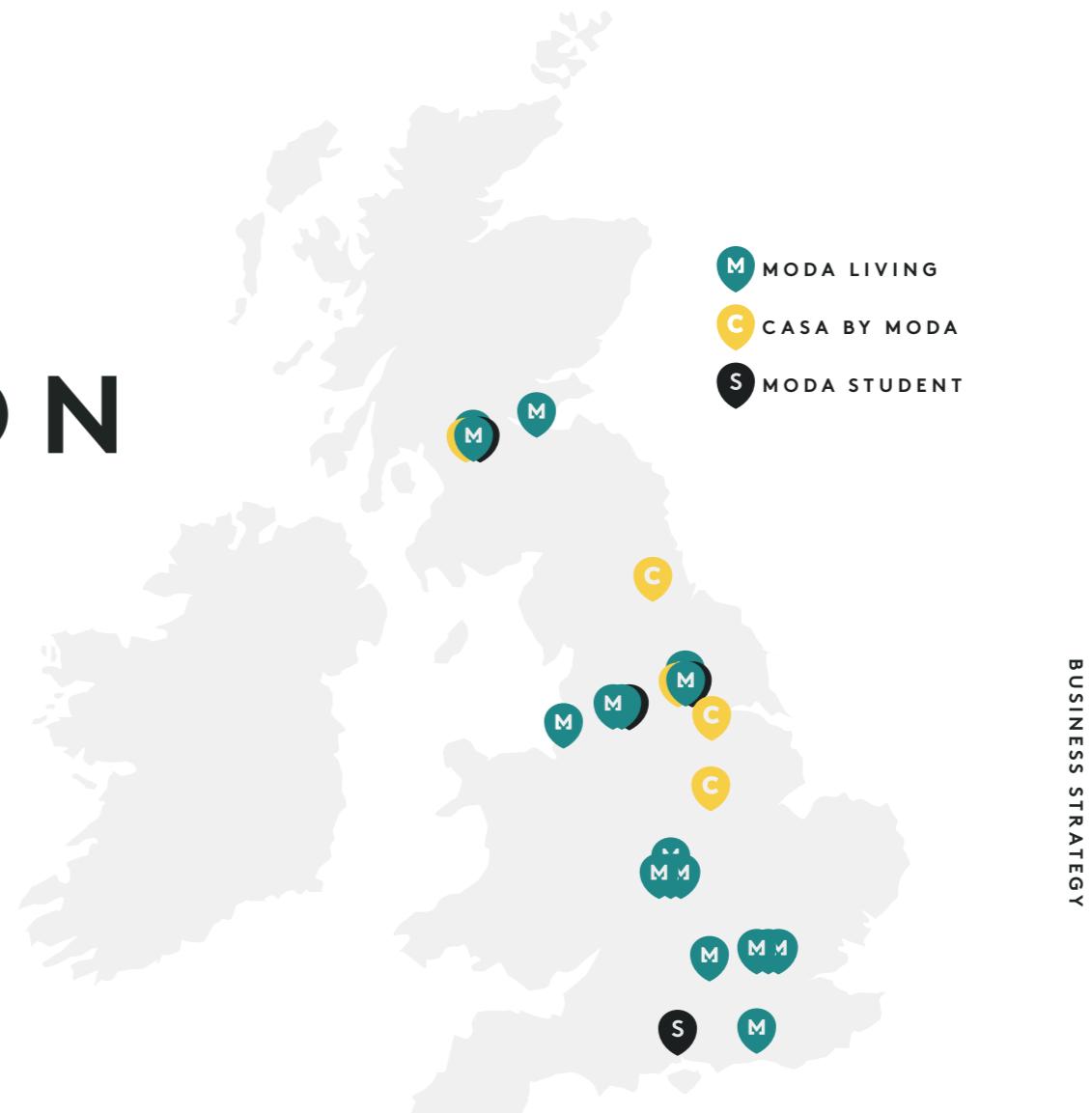


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CONSTRUCTION

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PLANNING
SUCCESS RATE



Uxbridge High Street

Design & Access Statement - March 2024

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M

OPERATIONAL

- 3,820 Homes
- 91,200sqft Commercial space
- 106,000sqft Amenity space
- Liverpool, Birmingham, Edinburgh, Manchester and Leeds.

UNDER CONSTRUCTION

- 3,500 Homes
- 124,000sqft Commercial space
- 187,100sqft Amenity space
- London, Brighton, Birmingham, Hove, Glasgow, Edinburgh and Leeds.

IN DEVELOPMENT

- 9,000 Homes
- 51,300sqft Commercial space
- 73,400sqft Amenity space
- Glasgow, Sheffield, Belfast, York and Birmingham.

OUR NEIGHBOURHOODS

50+
AWARDS
& COUNTING



Uxbridge High Street

Design & Access Statement - March 2024

Child Graddon Lewis Architects

Child Graddon Lewis is a multi-award winning RIBA Chartered Practice based in East London with three decades of design experience.

Our founding principles centre upon making an imaginative, considered and sustainable contribution to communities and the built environment.

Such an approach has resulted in a diverse portfolio of national and international projects across a breadth of sectors; ranging from housing, education, retail, civic and leisure to master-planning and interior design.

We are a practice of 40 staff, giving us the capacity to undertake multiple large and complex schemes concurrently.

We have the infrastructure and systems in place to efficiently and flexibly manage our internal resources and external consultant teams. Our success has been borne of forming meaningful connections with individuals, and we have demonstrated thirty years of consistent and ongoing growth.

We are – and intend to remain – big enough to deliver and small enough to care.



02

Brief



Key Aims

01

IMPROVING THE PUBLIC REALM WITHIN THE TOWN CENTRE

Redevelopment of this key site along the High Street will deliver significant public realm improvements to the High Street, Belmont Road and Bakers Road. By setting back the building line, the proposals will create a widened colonnade along the High Street as well as wider pavements generally, easing pedestrian flow and waiting areas at bus stops. The creation of a publicly accessible courtyard will deliver a new high quality space for the benefit of all in the heart of the town centre.

02

ACTIVATING UXBRIDGE HIGH STREET AND THE TOWN CENTRE

The proposals will deliver a mix of uses that support the economic growth of Uxbridge, including the provision of a hotel, new high quality retail and purpose built for rent, co-living accommodation. Public facing uses and entrance lobbies have been strategically located to activate the ground floor plane, supporting the health of the High Street, pedestrian foot flows and natural surveillance around the site.

03

ENHANCED RETAIL PROVISION, CREATING HIGH-QUALITY SHOP FRONTAGES

The proposals will provide a mix of new, high quality retail spaces, supporting the broader high street strategy within the town centre. New double height retail spaces (with a colonnade) facing the high street provide flexibility to accommodate single or multiple tenants, ensuring appeal to both independent and high street retailers. Further retail space, with generous floor to ceiling heights, is also provided along Belmont Road.

04

ENCOURAGING A WALKABLE TOWN CENTRE

The proposals will support the principle of a walkable town centre through the improvement of existing pedestrian routes and the creation of new routes through the site. Cock's Yard will be significantly improved, ensuring clear line of site for pedestrians, whilst new routes from the High Street to Belmont Road are provided through the landscaped courtyard. The increased permeability and improved pedestrian experience draws people through to the High Street and transport links, encouraging walking within the community.

05

NEW RESIDENTIAL CO-LIVING ACCOMMODATION WITHIN THE TOWN CENTRE

A new co-living block increases the diversity of the local housing stock, which currently is dominated by low density single-family homes across the borough. The co-living provision will offer residents a variety of communal amenity spaces such as lounges, dining rooms, cinemas, gyms, and co-working space.

06

NEW HOTEL PROVISION WITHIN THE TOWN CENTRE

Provision of high quality visitor accommodation within the town centre within 50m from the Underground station. Hillingdon has been keen to promote the town centre as a suitable location for hotel uses within its Local Plan and the site is in an area identified for hotel growth. The hotel will include a publicly accessible bar and terrace.



Proposed Uses

Through pre-application engagement with the London Borough of Hillingdon, three primary uses have been identified as acceptable in principle. These have all been accepted in principle and are supported by policy in this key location.



Retail

With the site sitting at the start of the pedestrianised High Street, it occupies a key location for retail provision. The existing site suffers from some inconsistent and inactive frontages that have the opportunity to provide better activation for the adjacent public realm. The proposals offer opportunities to provide exciting and modern retail units that contribute to the High Street and Belmont Road in particular.



Hotel

Uxbridge is one of three key areas, along with Hayes and the Bath Road area, that has been identified as growth areas for hotel uses. Again, the central, well-connected location is ideal for hotel use and the applicant has had conversations with potential operators to ensure that viable proposals are put forward.



Residential Co-Living

The central location and excellent transport connections provide an ideal setting for co-living accommodation. The detail of this residential offering is explored later in this document, but it offers a full package of housing, amenity space, entertainment, workspace and community facilities in a single location at a flat cost.



03

Site Analysis



Site Location

The site occupies a key urban centre location within Uxbridge Town Centre at the start of the pedestrian High Street. The site has three distinct boundary conditions at the end of an island block - High Street, Belmont Road and Bakers Road. A pedestrian right-of-way - Cock's Yard - runs along the south side of the site.

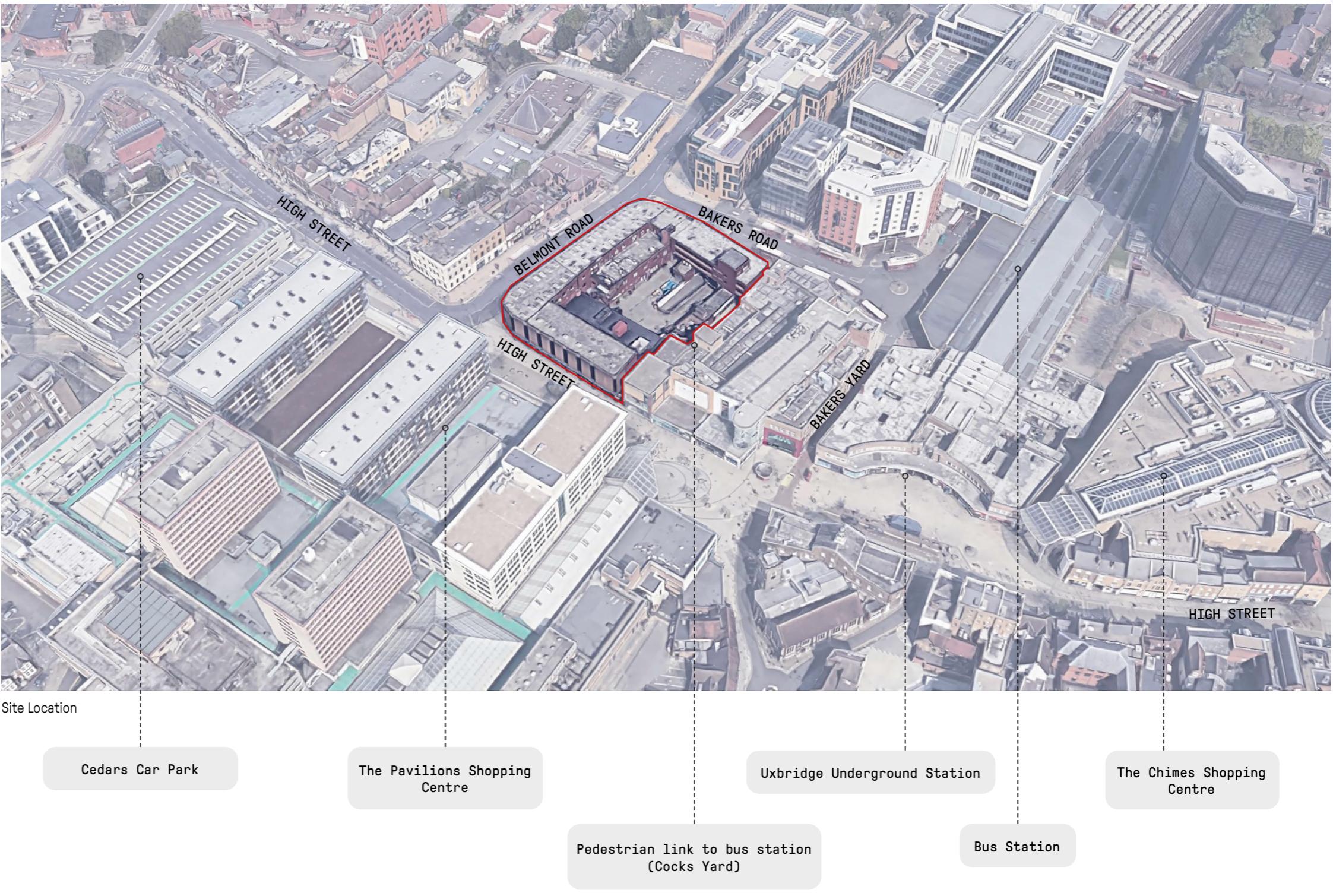
Each street has its own defining characteristics, transitioning from busy shopping thoroughfare along the High Street to vehicle dominated bus station approach along Bakers Road. The site is very accessible, being within 100m of Uxbridge underground station and bus station, and on the doorstep of retail and other facilities.



Existing context



Satellite image of site

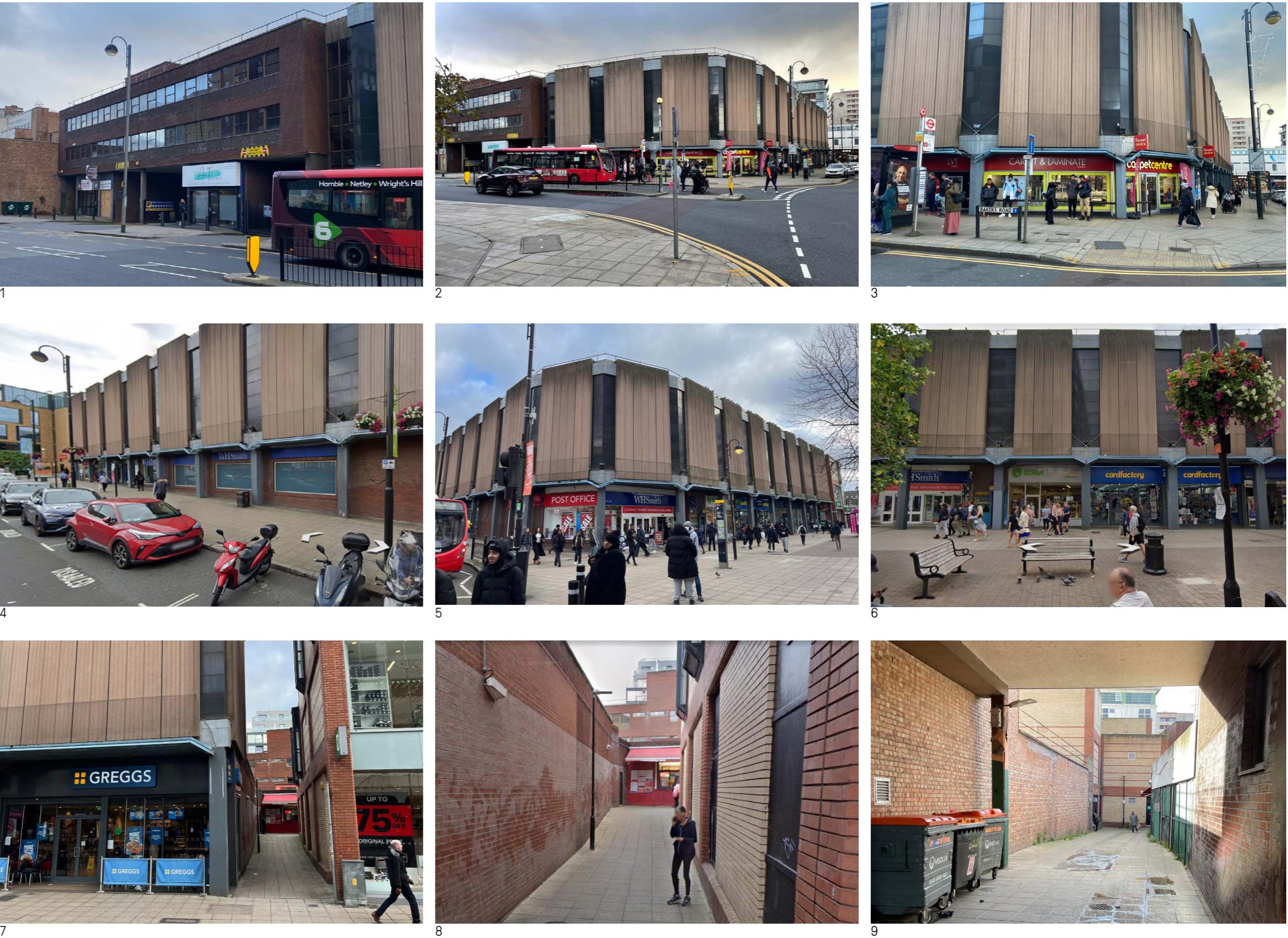
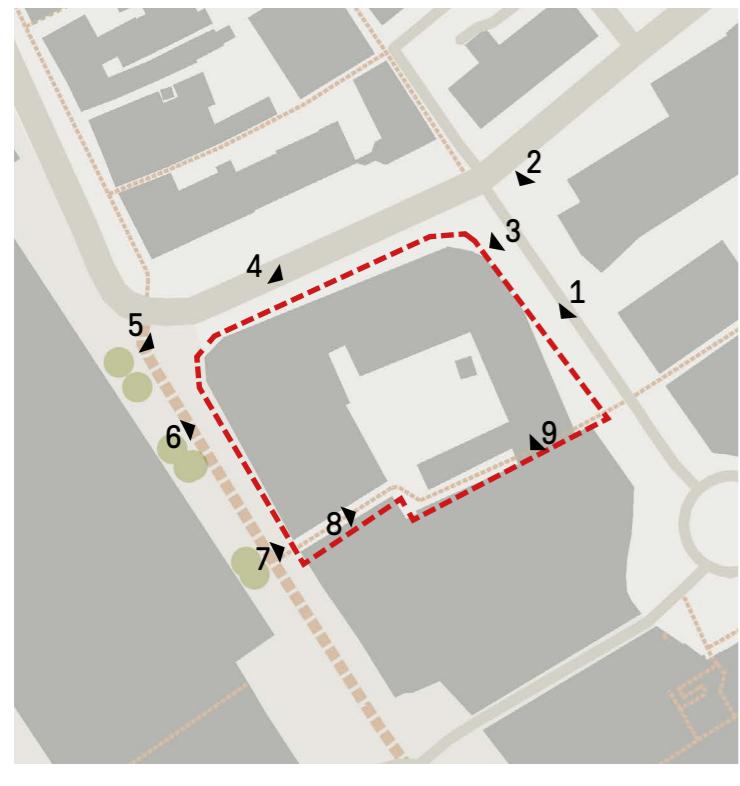


Existing Building

Existing Site Photographs

The existing building is primarily of retail use at ground floor. The primary frontage is to the High Street, with the most active retail stores. Along Belmont Road and Bakers Road much of the frontage is inactive due to back-of-house areas and vacant units.

A large portion of the frontage along Bakers Road is taken up by vehicular access to the site and the basement parking. There is pedestrian access to Cock's Yard, which is a crooked hard-landscaped path with a small takeaway kiosk in the centre. Along Bakers Road, there are 4no. access routes providing entrances and exits to the sites internal car park.



Site Context

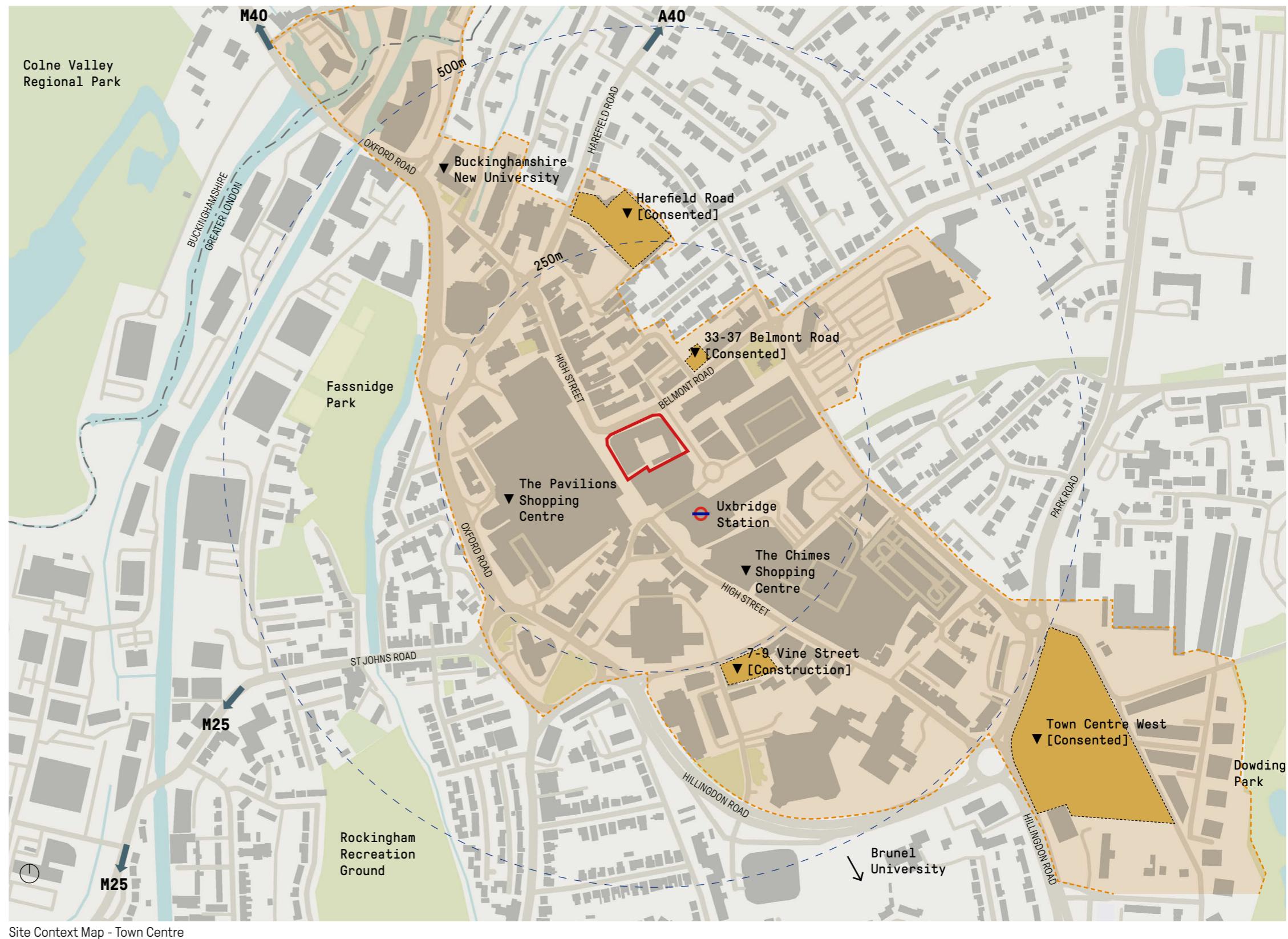
Analysis - Wider Site Context

The site lies in the centre of Uxbridge town centre in close proximity to shopping centres, higher education institutions and large greenspaces.

Uxbridge town centre is in close proximity to the A40 and the M25, accessed from Oxford Road, Harefield Road and St Johns Road. Uxbridge Station provides links to Central London via the Metropolitan Line and Piccadilly Line.

Uxbridge Town Centre is Hillingdon's only Metropolitan centre, and offers a mix of shopping and services on a scale not found elsewhere in the borough. It also plays an important role as an employment location, with a number of significant office buildings in the centre, including the Council's own premises.

Although the original historic urban form of the High Street still survives, this is now a pedestrianised route with traffic looping round the south and western side of the town centre. The road acts as a barrier to connections with the town centre, which is reinforced by the buildings.



Site Context

Analysis - Emerging Development

The emerging development in the surrounding area includes the following:

Town Centre West ref: 585/APP/2016/4504

- Reserved matters application for the erection of 294 dwellings and up to 469 sqm of retail floorspace with associated parking and landscaping.

33-37 Belmont Road ref: 45222/APP/2015/4692

- Erection of a six storey building on land facing Belmont Road comprising 335 sq. m of floorspace for use in Classes A1 - A5 at ground floor level and 33 residential dwellings, associated works including disabled car parking areas, landscaping, bin storage areas and cycle parking.

Harefield Road ref: 16299/APP/2020/3313

- 194 unit redevelopment of the site including demolition of existing buildings to provide residential care accommodation (Use Class C2) with ancillary uses and commercial unit at ground floor level (Use Class E) in buildings up to 7 storeys with car parking, landscaping and associated works.

Vine Street ref: 41309/APP/2016/3391

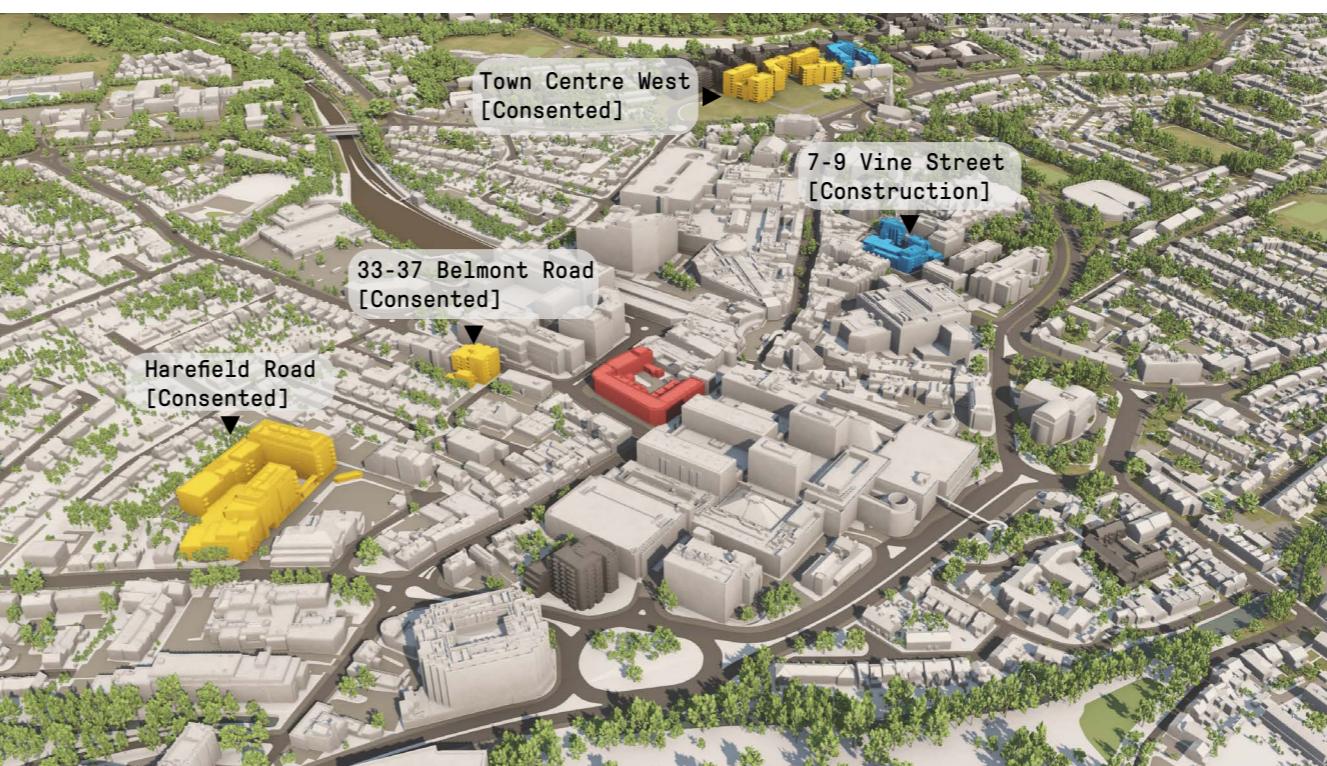
- 58no. units and 750sqm of commercial space including the following: Conversion of Randalls Department Store building and Old Fire Station building to part residential, part commercial with the extension of the existing building. Erection of 3no. residential blocks with ground floor commercial unit. Provision of associated landscaping, car parking and associated works.

KEY

- Existing buildings on site
- Consented development
- Consented development - Under construction
- Recently completed



Existing Condition



Emerging Development

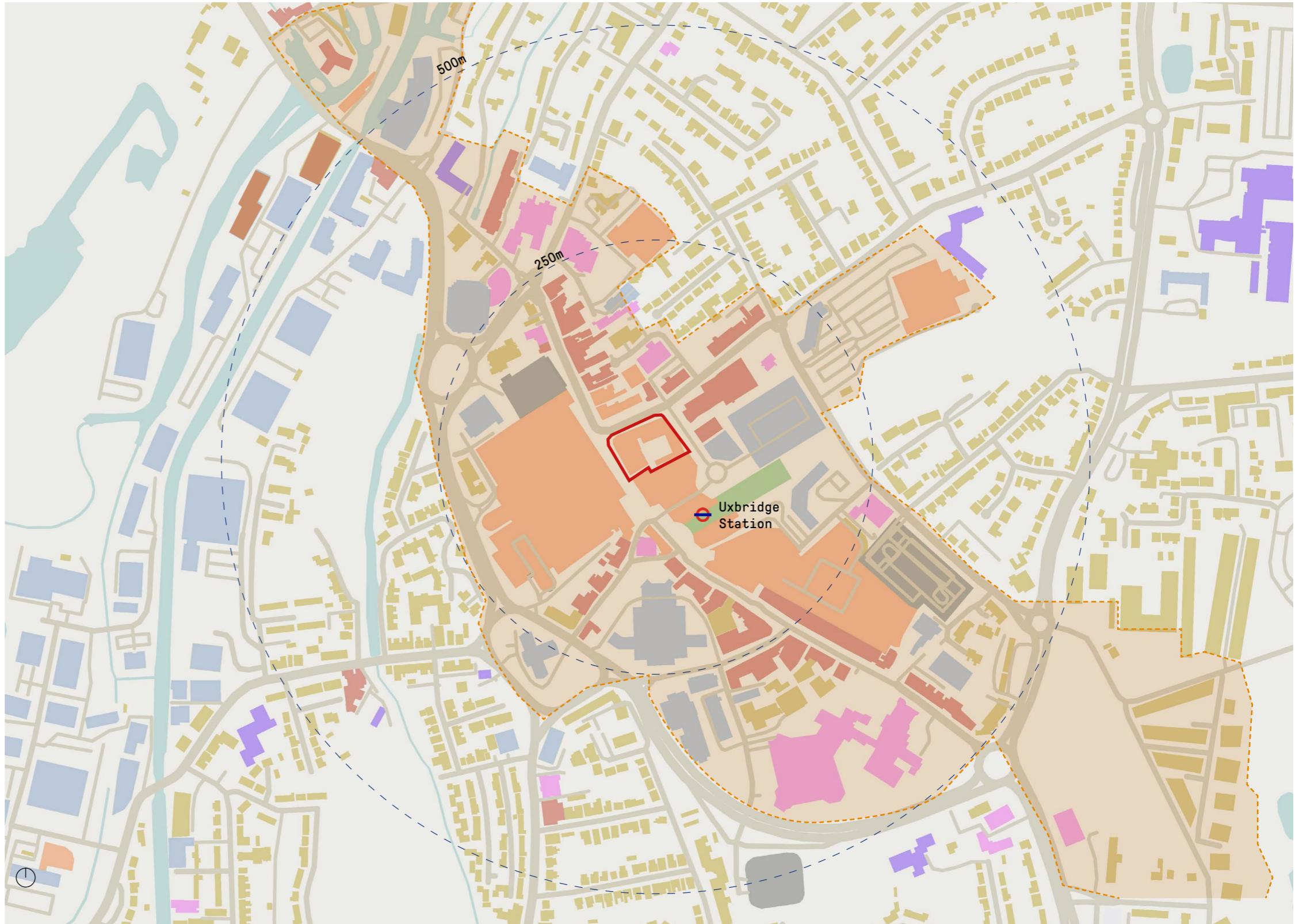


Site Context

Analysis - Uses

There is a greater variety of uses within Uxbridge Town Centre. Much of Uxbridge High Street is fronted with mixed use buildings, with retail/commercial uses at ground floor and residential flats above.

Moving further east from the town centre are residential uses with more industrial/manufacturing/commercial uses to the west.



Site Context

Analysis - Building heights

Within the town centre, buildings are of a larger height and of greater density.

There is a variety of building heights within the town centre. Outside of the town centre the fabric predominantly consists of single family dwellings.

KEY

- Uxbridge Town Centre
- 10+ storeys
- 6-8 storeys
- 4-5.5 storeys
- 3-4 storeys
- 0-2.5 storeys



Site Context

Local building heights

The densest area of taller buildings is local to the site and provides the immediate context for height, with many examples immediately adjacent to the site.

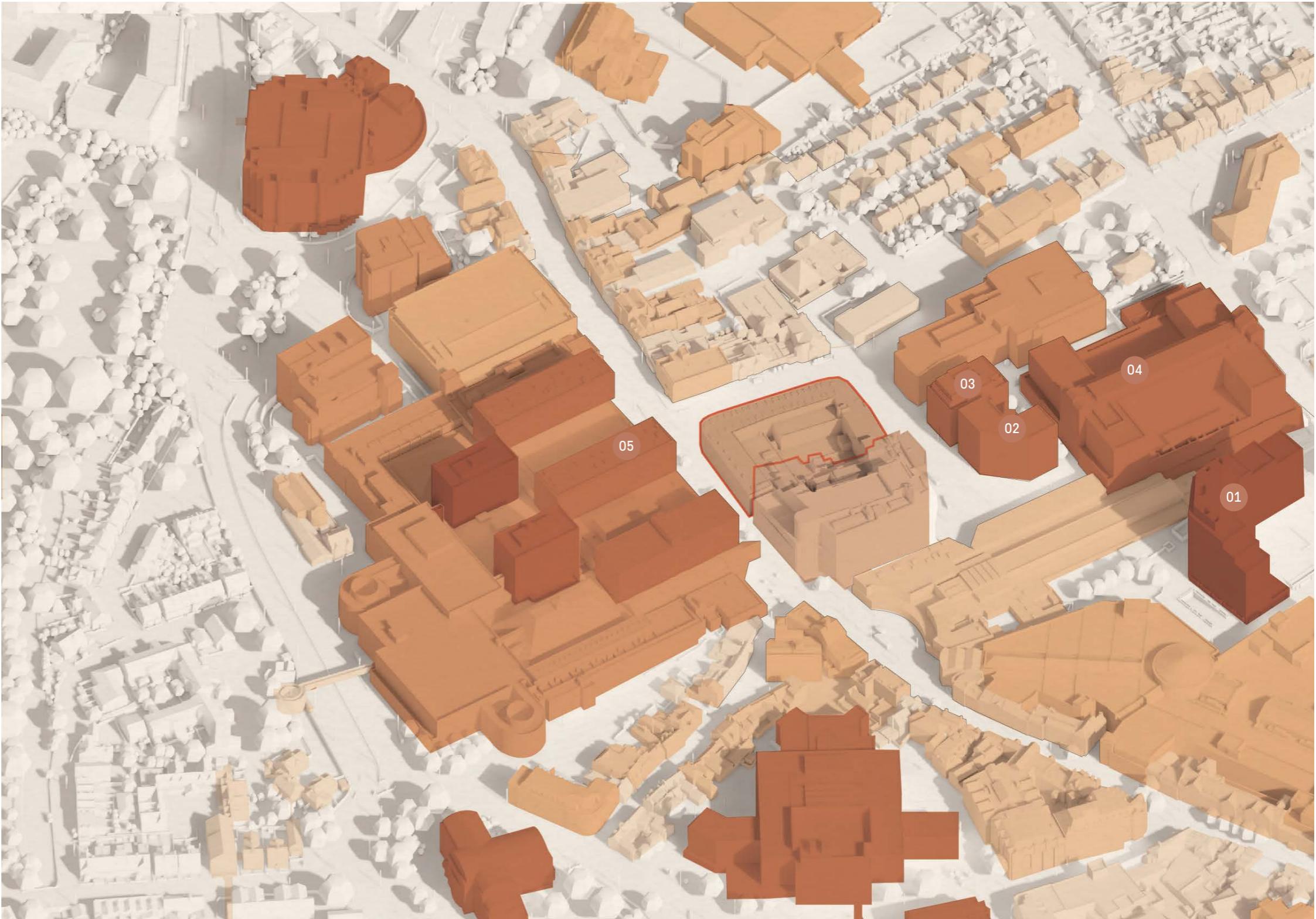
Along both Bakers Road and the High Street are examples of 8 storey buildings while Belmont Road exhibits a lower average height.

Some specific examples include:

- 01 Harman House - 10 storeys + roof plant - 89.61m AOD
- 02 Colham House (Premier Inn) - 9 storeys - 70.65m AOD
- 03 Bakers Road - 9 Storeys + plant - 71.77m AOD
- 04 Enterprises House - 6 Storeys + plant - 80.15m AOD
- 05 Armstrong House - 7 storeys - 67.82m AOD

KEY

- 10+ storeys
- 6-8 storeys
- 4-5.5 storeys
- 3-4 storeys
- 0-2.5 storeys



Site Context

Analysis - Character and Conservation Areas

There are several Conservation Areas (CA) and Areas of Special Local Character (ASLC) in the local vicinity of the site. The Old Uxbridge/Windsor Street CA is in the closest proximity (between which the site sits), along with the North Uxbridge ASLC.

Hillingdon's urban history is an evolution of a constellation of villages and places each with its own specific identity. Uxbridge grew up alongside the River Colne on the ancient route between London and Oxford. In the 18th century Uxbridge was a major corn market and flour milling centre. It was also important for business and as a civic centre for West Middlesex and Buckinghamshire. As the importance of the agricultural market declined, Uxbridge continued to prosper through other industries but remained a relatively sleepy market town in the nineteenth century. Significant retail and residential development following the Metropolitan Railway connection heralded major change for Uxbridge, providing the basis for its status today. It retains key elements of its history as a market town, but significant retail development followed the Metropolitan Railway connection and the town has continued to expand as a location for both retail and business.

A Heritage Statement has been prepared and accompanies this application

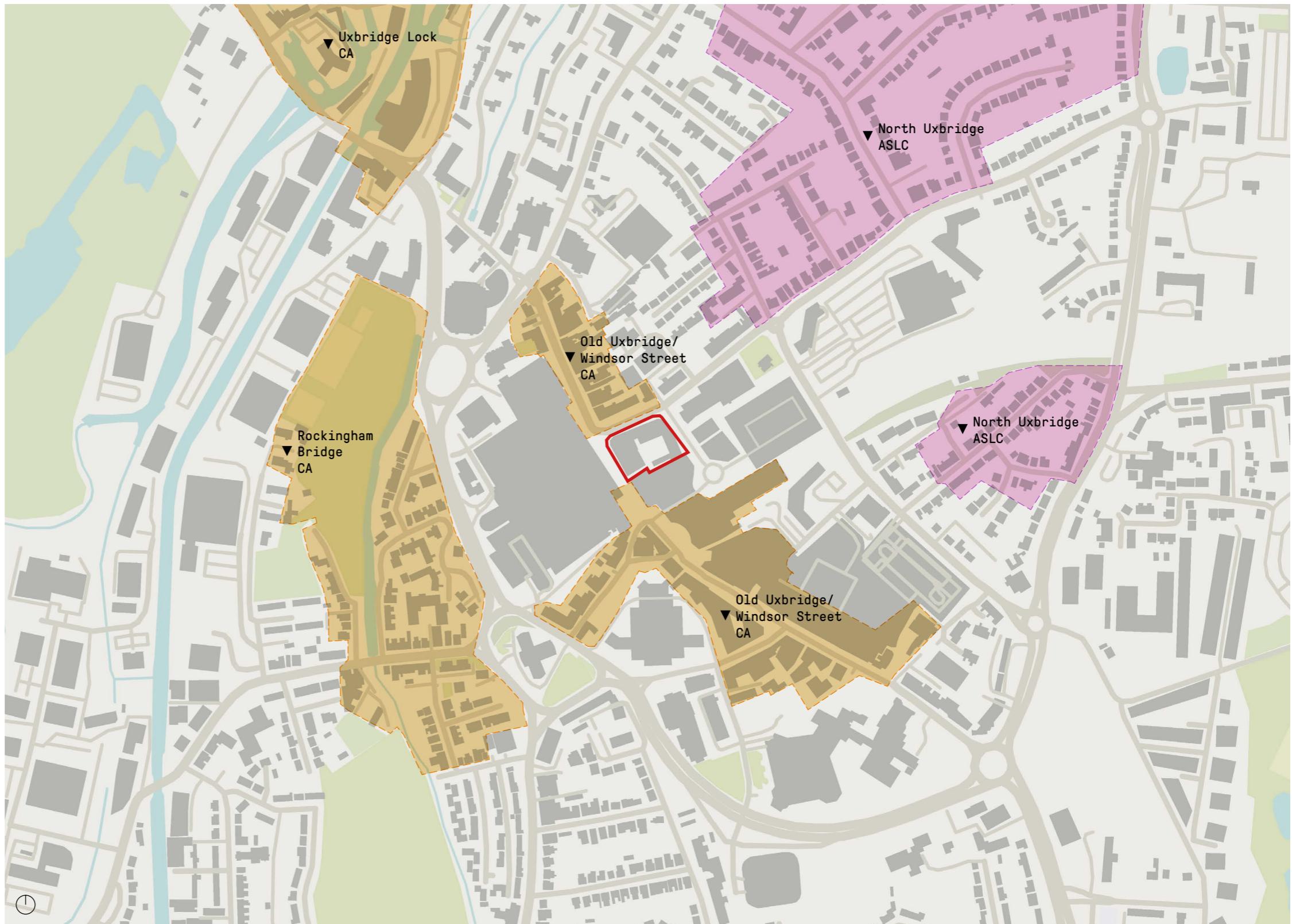


Historic map of Uxbridge 1875

KEY

■ Conservation Area

■ Area of Special Local Character



Uxbridge High Street

Site Context

Surrounding Conditions - Active Frontage and Transport Routes

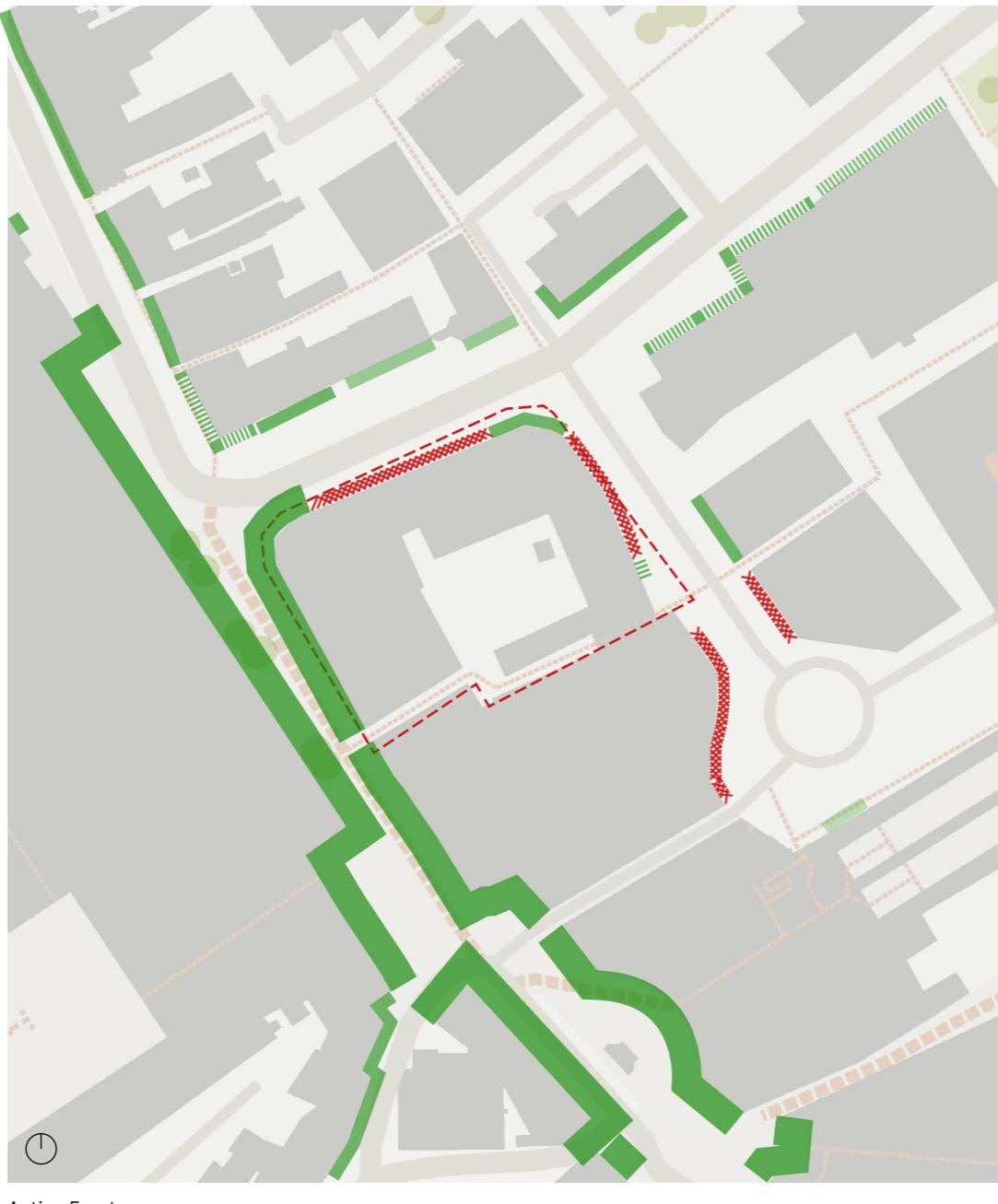
A series of conditions have been identified that impact the success of the retail frontages. These relate to the public realm and the transportation network.

The opportunity for successful retail spaces varies significantly as you move around the site from the High Street on the western side to Bakers Road on the east. This is visibly evident from the number of active shop frontages, especially on Bakers Road where the retail offer extremely limited. The dominance of the High Street on one end draws more footfall to the west, away from Bakers Road which is heavily dominated by traffic. As a result, Bakers Road has low footfall with the pavement repeatedly interrupted by servicing and car park crossovers.

We note the importance of Bakers Road in the bus network and the location of bus stops adjacent to the site. The location of the bus stops, loading bays and disabled parking spaces currently limit the access to the site. The current arrangement of these bays block the access to the site's basement car park.



Bakers Road access point with loading bay and bus stop



Active Frontages

- Primary active retail frontage
- Secondary retail frontage
- Tertiary retail frontage
- Semi-public frontages (incl. office space)
- ☒ Inactive frontages



Transport Routes

- Bus stops
- Accessible parking spaces
- ▲ Station entrance
- Existing loading bays
- Transport routes
- ~~~~~ Traffic zigzag
- Pedestrian Crossing

