

# Character Appraisal

## Zone 1: Southern Pedestrian High Street Context

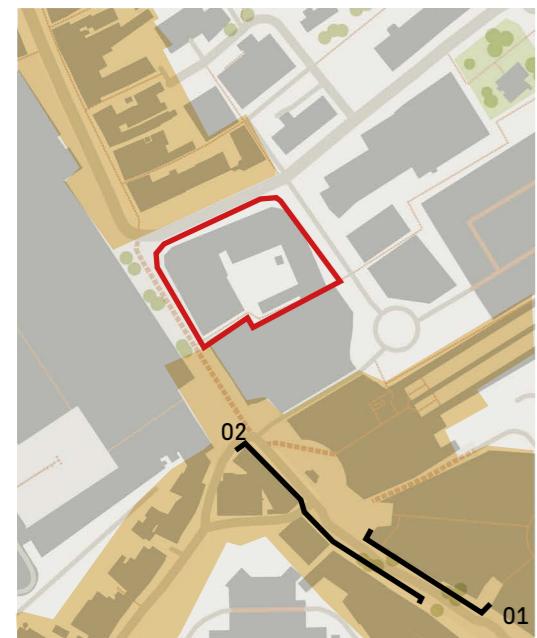
There are distinct zones within the immediate context that vary in scale, street activation and materiality. This has been studied and has informed the approach to architectural treatment and public realm.

## Historic Parade

Along the southern end of the High Street is a historic parade of shops and pubs, with ground floor retail and commercial space. The predominant material is a London stock brick and red brick with white accent elements including lintels, window frames, window surrounds and colonnades. The ground floor retail spaces are defined separately to the upper floors with wide horizontal datums, incorporating signage and columns range from 2-4 storeys.

## Significant Buildings

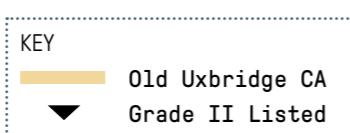
- Market House which has a notable white colonnade
- There are 6no. Grade II listed buildings, 2 of which are timber frame buildings from the 16th-17th century



## Elevation 01



## Key Plan



18-19 High St. 20 High St. The Three Tuns Pub 25-27 High St. Midland Bank The Market House



## Elevation 02

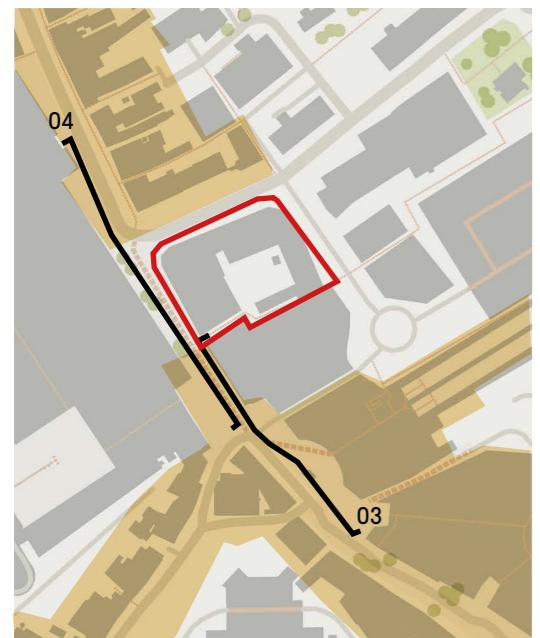


# Character Appraisal

## Zone 2: Northern Pedestrian High Street

### Retail Development

The character of the historic retail area evolves further up the High Street. The historic Uxbridge Underground station is in stark contrast to the more contemporary retail buildings, including the Pavilions Shopping Centre. There is a height increase from the southern end of the High Street, with buildings varying from 4-8 storeys in these elevations. The Pavilions retail frontage is set inbound of the building face.



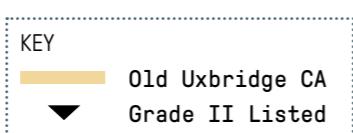
Key Plan

### Significant Buildings

- Uxbridge Station is a late 1930s building with a crescent shape fronting onto the high street. A band of windows with white panels are on the first floor. The ground floor facade projects from the main brick building face, with a cornice detail accentuating this datum.



Elevation 03



Elevation 04



Uxbridge High Street

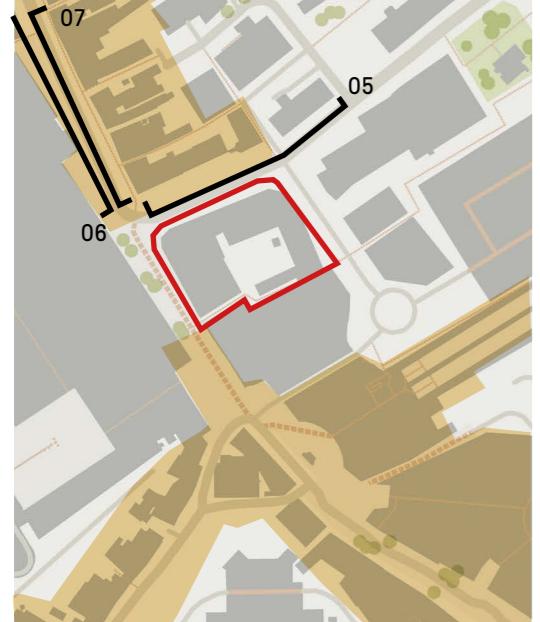
# Character Appraisal

## Zone 3: North of site - High Street and Belmont Rd.

### High Street vs. Belmont Road

Moving from the pedestrian high street, vehicular traffic is introduced at the corner of Belmont and High Street. As the High Street continues north, the street activity reduces along Belmont Road with a reduced density of shop frontages.

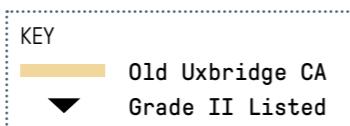
The elevation on this page shows a wide variety of styles of building, including contemporary interpretations of historic buildings. Additionally, a large bus waiting zone is situated on the north side of Belmont Road.



Barclays Bank (not listed)



Elevation 05



Key Plan



Uxbridge High Street

Design & Access Statement - March 2024

# Character Appraisal

## Transition between new and old

The scale of the buildings on the northern portion of the high street vary, with the 2-3 storey historical parade to the east being in stark contrast to the Pavilions Shopping Centre of 5-9 storeys. The buildings share a similar character to the historic parade on the pedestrian high street, however with significantly reduced pavements.

## Significant Buildings

- 126 High Street is a Grade II listed building with white detailing and a taller ground floor.
- Although not listed, the Barclays Bank building at 142 High Street at the corner of Belmont is an imposing white building with ornate detailing on the High street facade and a two-tone brick detailing above ground floor along Belmont Road.



Elevation 06

126 High St.

127-128 High St.

129-133 High St.

134-135 High St.

The Crown and  
Sceptre Pub

Barclays Bank (not  
listed)



Elevation 07



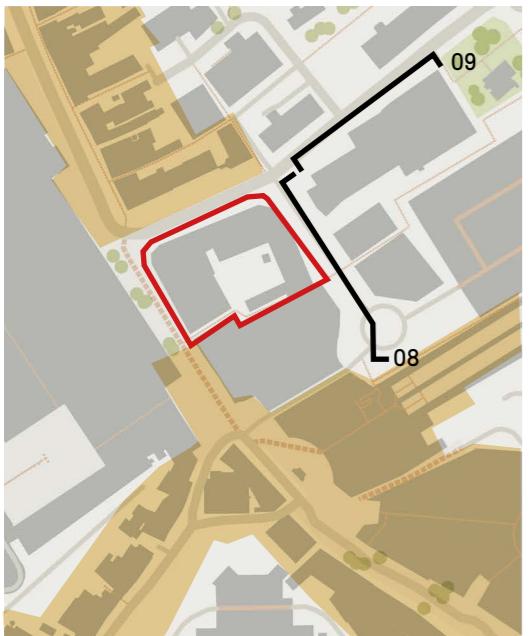
Uxbridge High Street

# Character Appraisal

## Zone 4: Bakers Road Increased Density

### Increased Scale, Reduced Public Realm

The buildings along Bakers Road are more contemporary, however there is reduced street frontage along this elevation. Bakers Road primarily serves the bus depot with usable pavements minimised due to waiting areas. The three main buildings have commercial, residential and hotel uses before the bus roundabout. The hotel entrance is tucked around a chamfered corner. The material palette is generally buff and red brick, white render and anthracite metal panels.

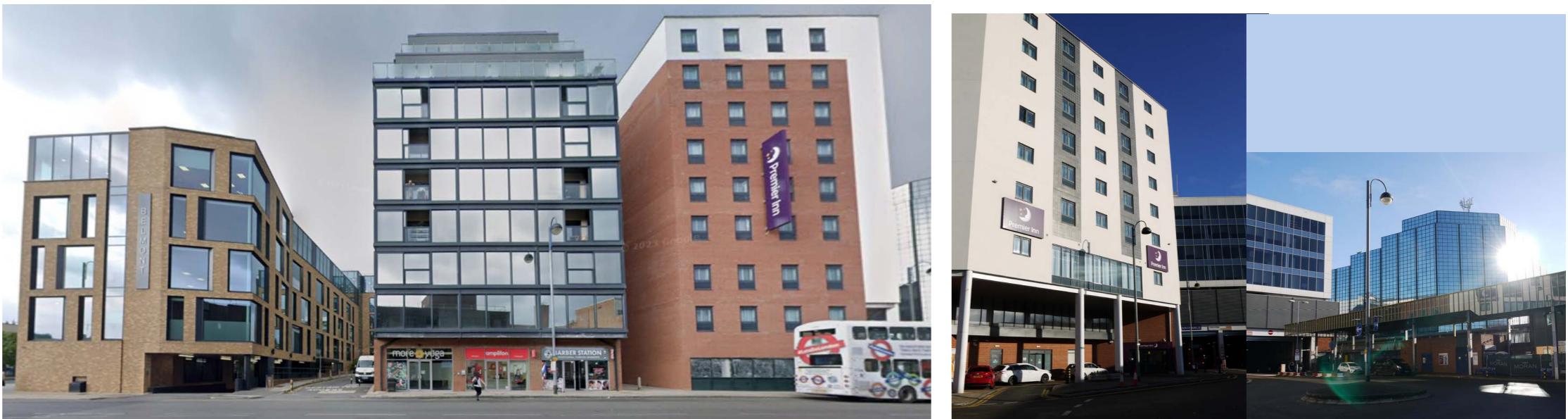


Key Plan

### Significant Buildings

- Belmont House is a commercial building with staggered windows along its façades. The ground floor along Belmont Road is slightly lowered with hard landscaping steps and ramps and public in nature due to its large format of glazing across the scheme and particularly at ground floor.

Belmont House (not listed)



Elevation 08



Elevation 09

Belmont House (not listed)



# Character Appraisal

## Significant Buildings in Surrounding Area

There are several listed buildings within the town centre and in Hillingdon that represent the local character of the area.

The historic buildings highlighted on this page reflect the different uses and typologies seen in the area. There are many buildings which reflect Uxbridge's public life, including the Market House and Randalls Department Store. These indicate the town centre has a rich commercial history.

Charter Place represents some of the scale of developments in the late 20th century and Uxbridge's status as metropolitan centre in the borough.



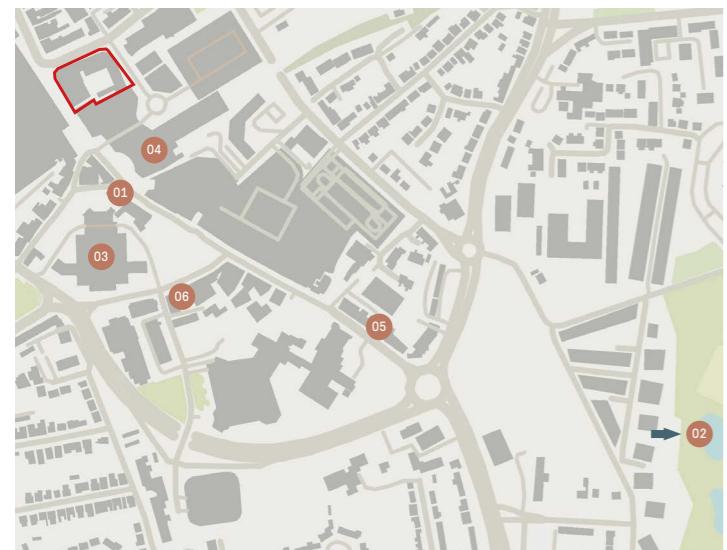
01 Market House (Grade II Listed), 1788



02 Hillingdon House (Grade II Listed), C.18th



03 Charter Place (Locally Listed), 1989



Key Plan



04 Uxbridge Station (Grade II Listed) late 1930s



05 Discotheque Royale (Regal Cinema) (Grade II\* Listed), 1930-31



06 Randalls Department Store (Grade II Listed), late 1930s

# Constraints and Opportunities

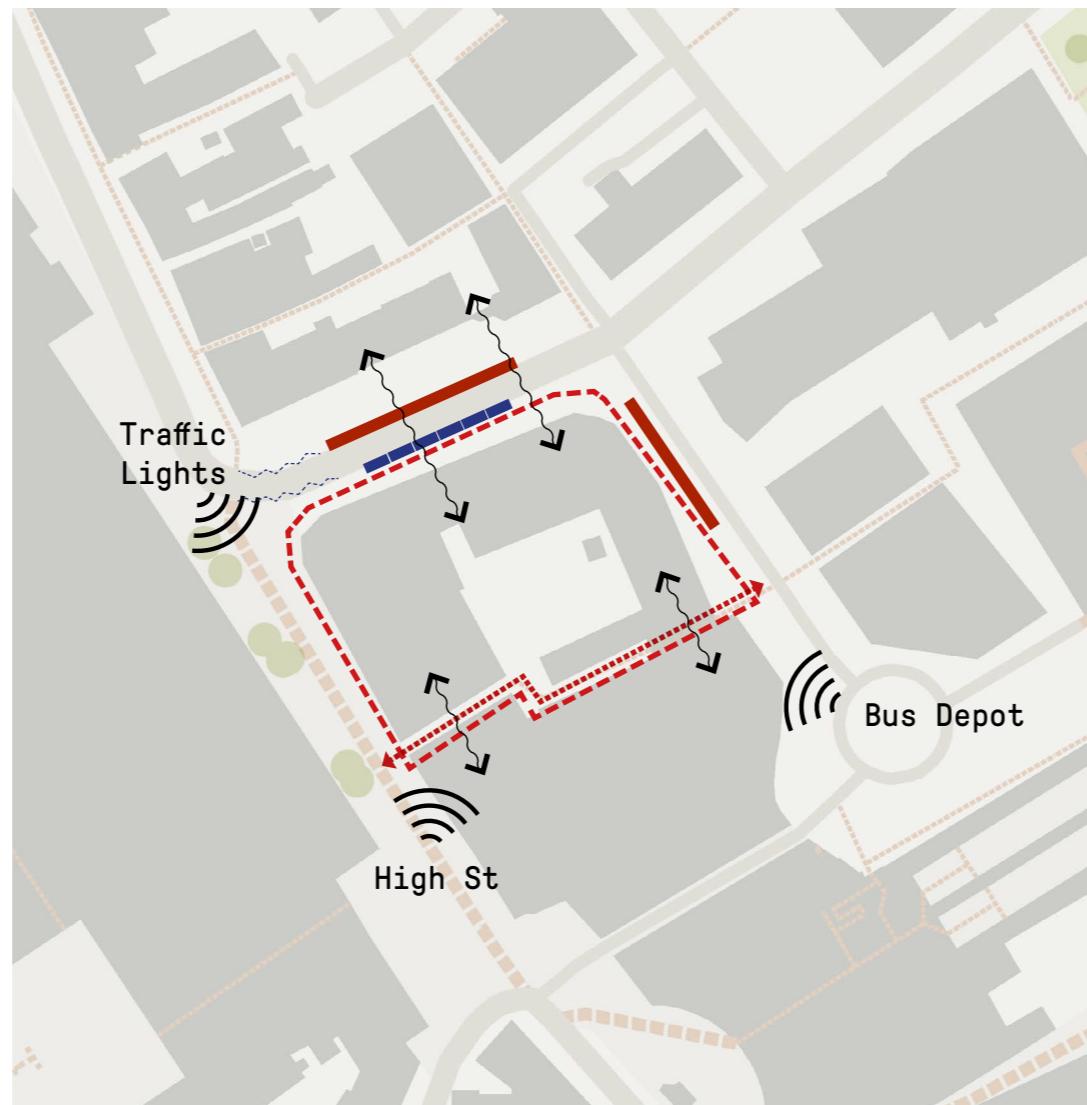
## Constraints

- Restricted vehicular access due to buses, parking and loading bays
- Crooked pedestrian right-of-way with no visual link
- Sensitive adjacencies to neighbouring building.
- Noise pollution from the bus depot, traffic lights at the corner of Belmont and High Street and the High Street footfall

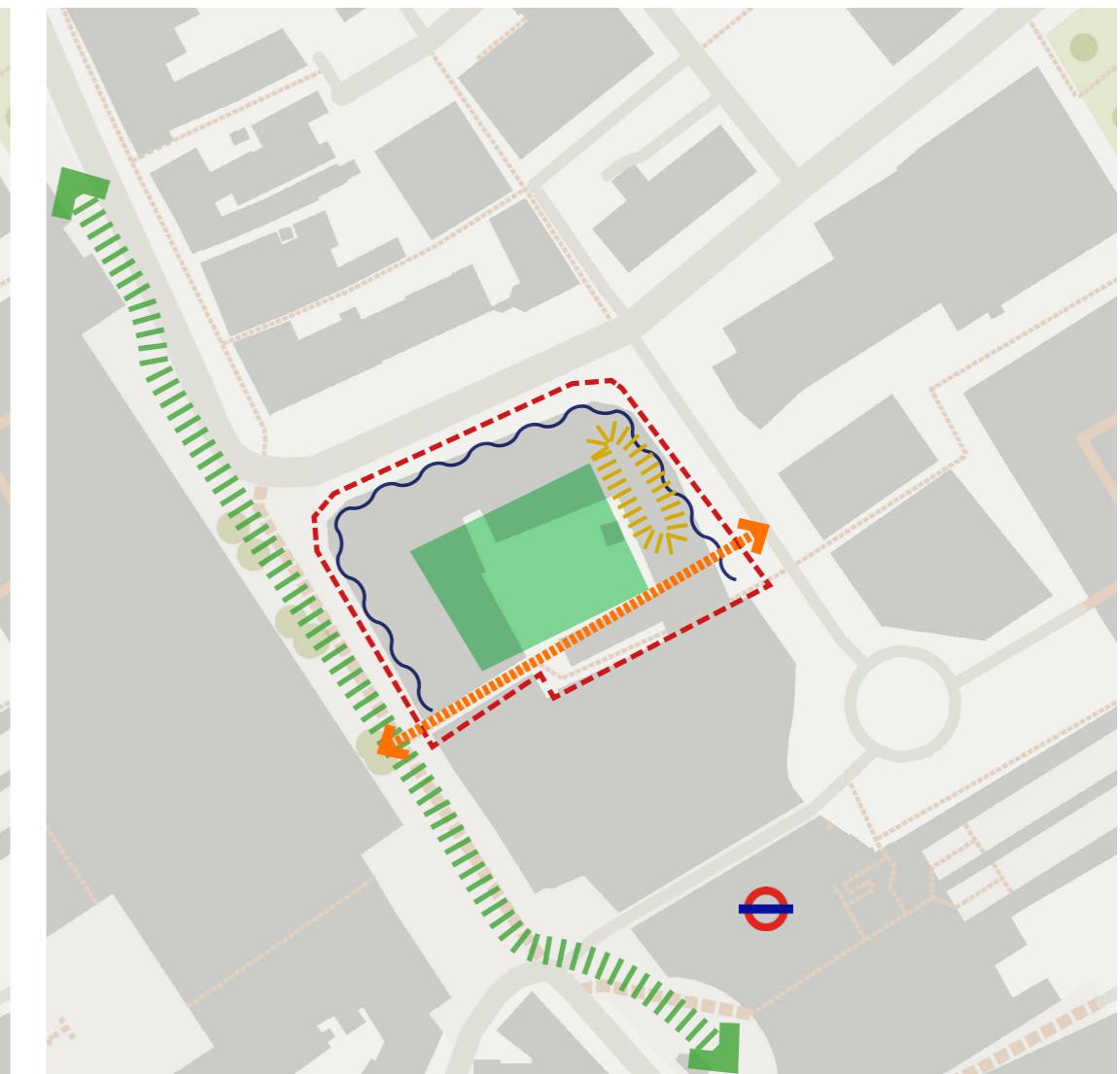
## Opportunities

- Established pedestrian high street, with sufficient footfall to support retail uses at ground floor.
- Frontage onto three streets, with opportunity to add retail frontages and improve public realm
- Opportunity to improve public right-of-way and establishing stronger connection between High Street and Bakers Road
- Opportunity for height along Bakers Road and High Street in context of adjacent buildings of height.
- Opportunity to provide a public realm in the centre of the site.
- Opportunities for good levels of internal daylight if plan depth managed.
- Regeneration of existing High Street to add character and enhance the town centre.
- Potential for car-free development, supported by PTAL of 6a due to proximity of both bus and tube terminus.

## Constraints



## Opportunities



- Bus stops along site boundary
- Parking spaces along site boundary
- ➡ Unclear route between High St. and bus depot
- ↔ Traffic zigzag
- ⾳ Noise
- ↔ Sensitive Adjacencies

- Established pedestrian retail zone
- ➡ Opportunity to improve pedestrian route
- Potential for public greenspace
- ⾳ Potential height along Bakers Road
- ↔ Opportunity for active frontage



# Urban Design Strategy

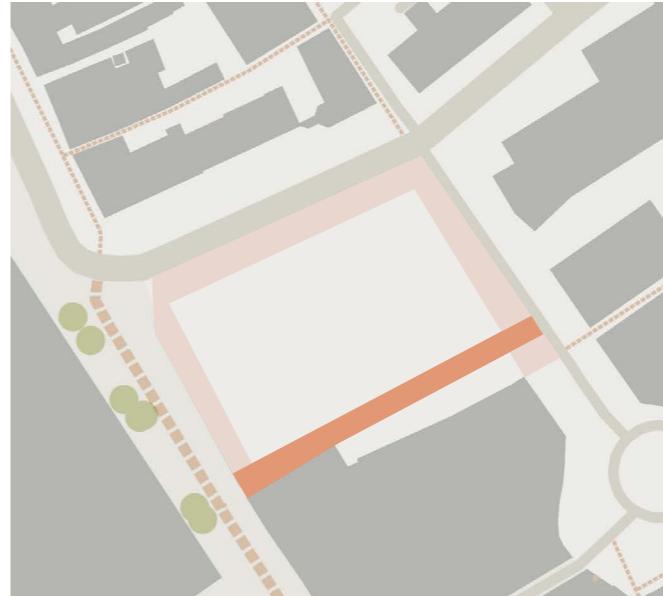
## Strategic Moves

The positioning of the site within the town centre and its proximity to an important stretch of the High Street requires an urban design strategy that improves the public realm.



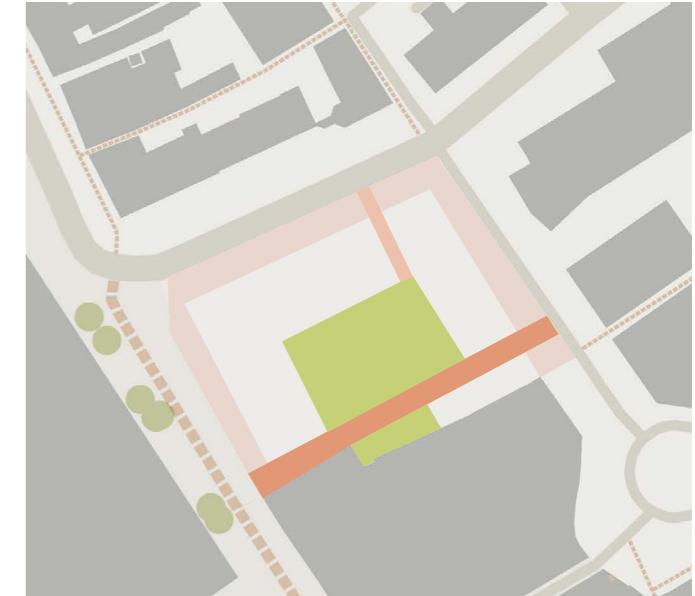
### Site Boundary

The 'redline' of the site extends to the back of the pavement and the southern boundary with the adjacent buildings



### Improving existing public realm

Key to site permeability is the improvement of Cocks Yard and a visual connection between Bakers Road and the High Street. By pulling back from the redline boundary the public realm is increased further



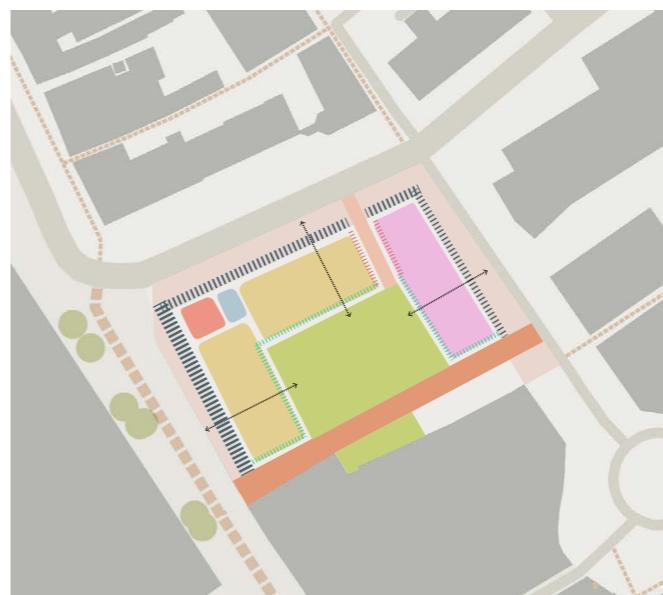
### Urban greening and connectivity

A new central courtyard drastically increases the public realm and connects into the improved pedestrian access along Cocks Yard. By connecting Belmont Road into the courtyard, new pedestrian routes are established



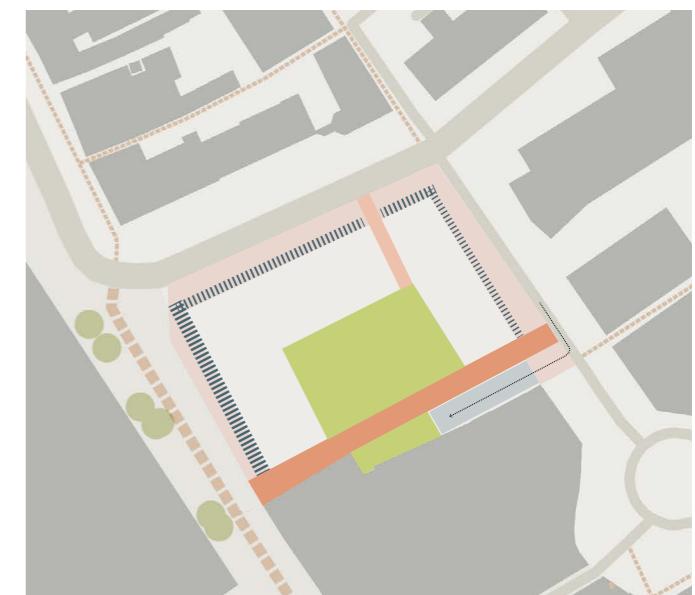
### Active frontages and through units

The increased public realm is activated by ground floor frontages onto the three main streets. Dual-aspect units on the ground floor provide visual and physical connections between the surrounding streets and the new courtyard.



### Ground floor uses to facilitate activity

A combination of retail and co-living amenity/workspace provide activity to the courtyard. Natural surveillance and connection promotes community ownership of the new public space.



### Vehicular access

Vehicle access into the site is pushed to the edge of the site on a street with lower pedestrian activity. Shared surface treatment to the connection reinforces the pedestrian hierarchy over that of the vehicles entering the site.



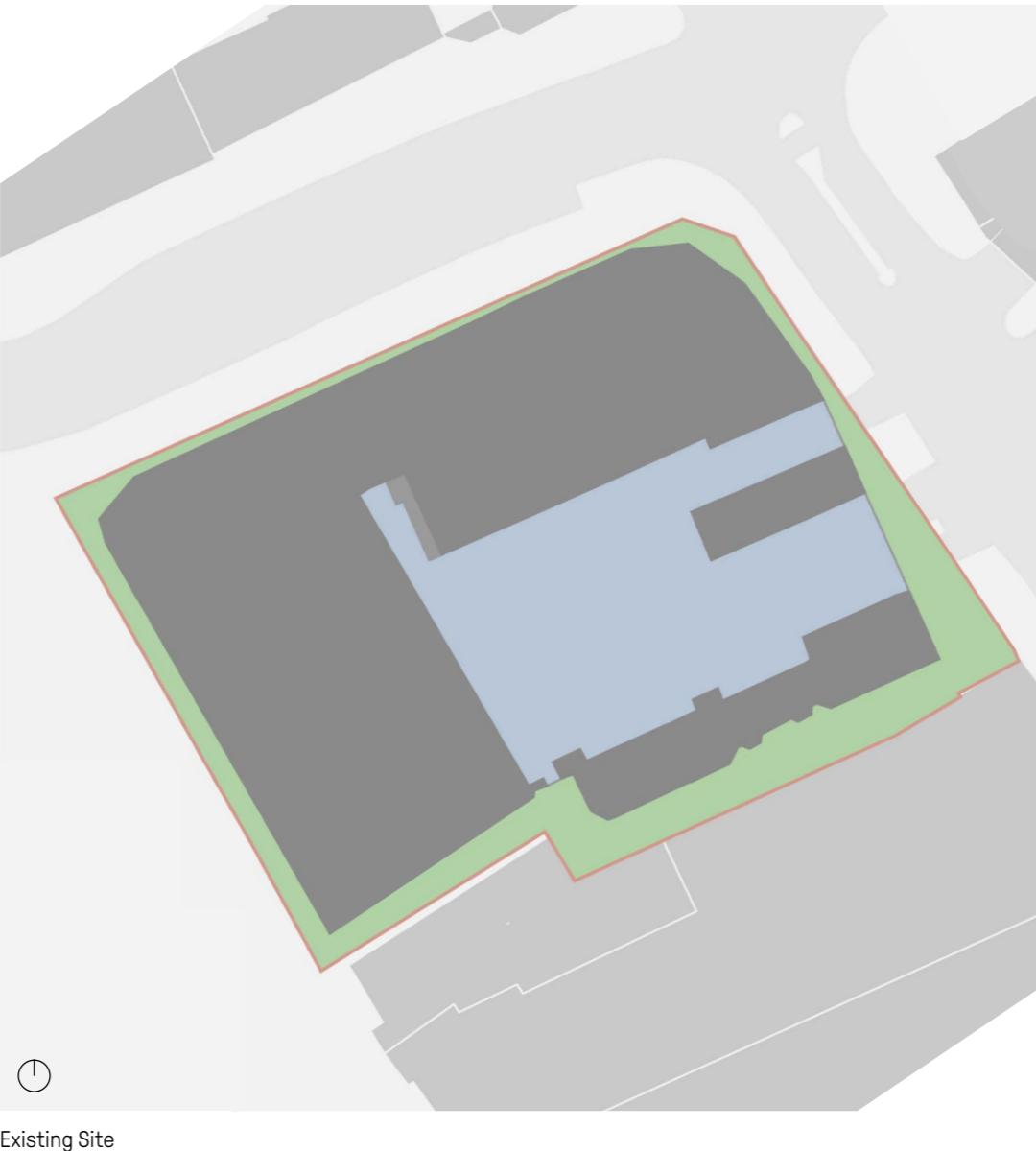
# Urban Design Strategy

## Public Realm Provision

The proposed scheme looks to address the low provision of public realm currently on site.

The existing scheme comprises mostly built-on or unbuilt, yet private area. Only the site's periphery provided an accessible public realm, covering 16% of the total site.

The proposed scheme addresses this by providing an enhanced public realm covering 57% of the total site area. This is achieved by accommodating set-back frontages along the street, new routes through the site, and a public courtyard.



**Built-on area: 60% of the site**  
**Private unbuilt: 24% of the site**  
**Public realm: 16% of the site**



**Built-on area: 43% of the site**  
**Private unbuilt: 4% of the site**  
**Public realm: 53% of the site**

# Energy and Services Strategy

## London Plan Energy Hierarchy

The London Plan Policy SI 2 requires that major development proposals include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the London Plan energy hierarchy (adjacent). This proposal supports to this drive to drastically reduce energy consumption and related carbon emissions in the built environment as follows:

### Be Lean

The 'Be Lean' part of the hierarchy of the London Plan refers to the demand reduction in buildings. The external envelope of the proposal is designed to exceed the limiting U-value set in Part L. In addition, passive design moves have been taken to improve the building's performance, which include as improved air tightness, operable panels for natural ventilation and consideration of building orientation for daylighting.

### Be Clean

The 'Be Clean' part of the hierarchy includes the exploitation of local energy resources and to supply energy efficiently and cleanly. The heating approach will involve installing high-efficiency air-source heat pumps positioned on the building's rooftop, connected to individual fan-coil units in co-living studios, communal spaces, and hotel rooms. This proposed low-carbon technology enhances thermal comfort in these areas by offering both heating and cooling capabilities for increased efficiency.

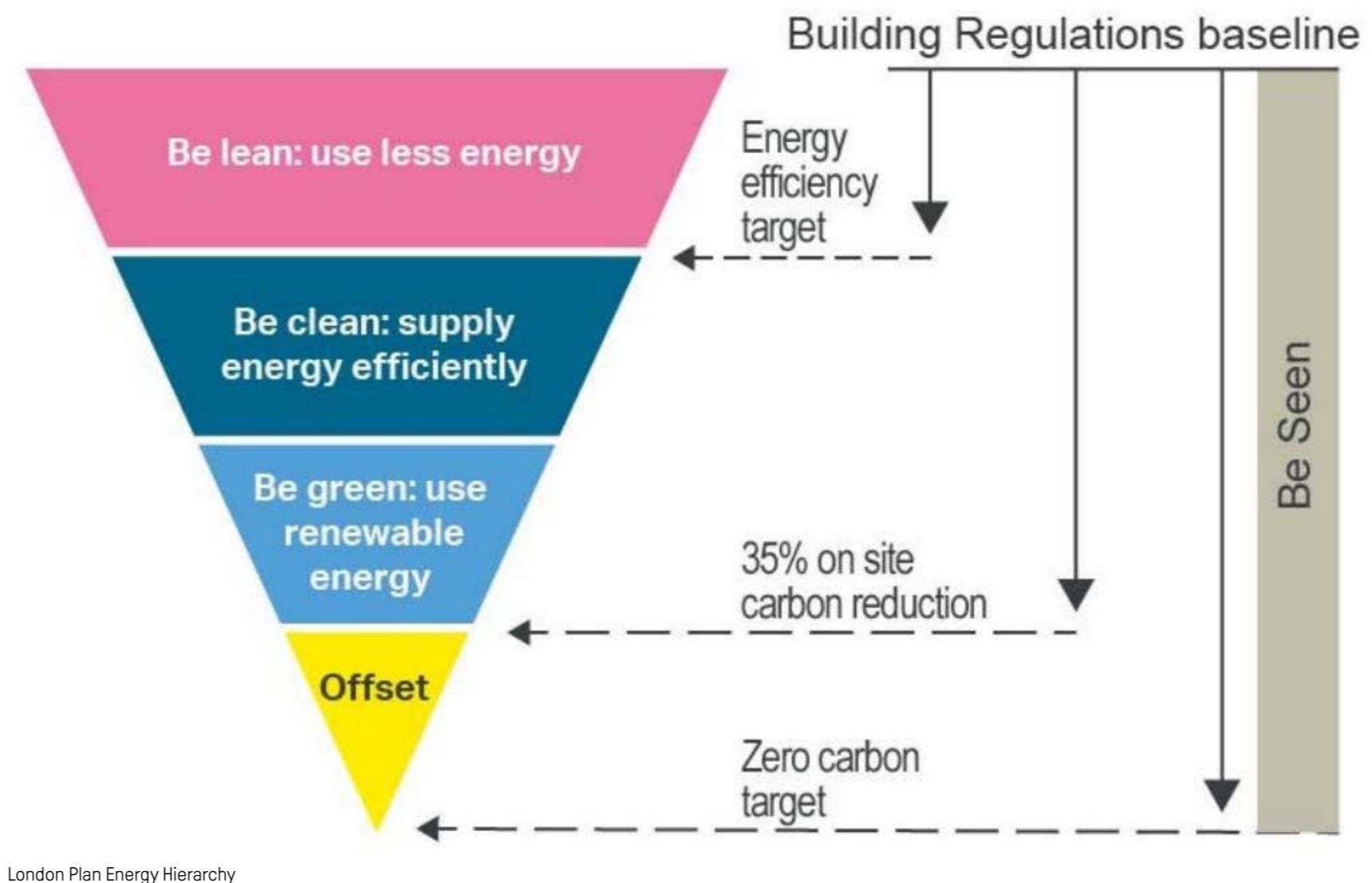
### Be Green

Photovoltaic panels and heat pumps used within the scheme provide a reduced percentage in CO2 emissions for the proposal. Introducing high-efficiency heat pumps for the domestic hot water system results in the most substantial energy and carbon reduction on-site, primarily due to the significant hot water demands inherent in residential and hotel buildings as outlined in the National Calculation Methodology.

### Be Seen

The proposal can incorporate an intelligent building management system designed to understand the building's operations and enhance the efficiency of ventilation, heating, and cooling systems within both the co-living and hotel blocks.

**Further detail is outlined in the Energy Strategy Report.**



# Sustainability

## Key Principles

The key principles our commitment to creating a forward-thinking development that prioritizes minimizing carbon footprint, optimize energy efficiency, and foster a vibrant, eco-conscious urban environment.

By integrating sustainable practices into every aspect of the project, we strive to contribute positively to the local community while setting a precedent for sustainable development within Uxbridge.

**Please refer to the Energy Strategy Report for further information.**

### 01 Low Carbon Targets

The scheme will be targeting a 79% reduction in CO2 emissions in the co-living block and a 15% reduction in on-site CO2 emissions in the hotel block over building regulation standards.

### 02 Reduced and Low Carbon Technologies

Air Source Heat Pumps (ASHPs) have been selected as the preferred low carbon technology and will be used to generate heating, cooling & hot water to the hotel and co-living buildings. Each co-living studio will have a connection to a centralised air source heat pump hot water cylinder which will provide the apartments hot water needs. FCU's will provide space heating and cooling to the Hotel rooms served from a VRF system, and MVHR's & FCU's will be provided to serve the amenity and commercial areas of the Co Living and Hotel via a Variable Refrigerant Flow (VRF) system.

Photovoltaic panels installed on the roof are proposed to offset a percentage of the energy demand on the co-living block.

### 03 Mechanical Ventilation Heat Recovery (MVHR)

Where fresh air is mechanically supplied, and stale warm air extracted by mechanical ventilation, heat recovery will be used to recycle up to 90% of the heat from the extracted air to warm the incoming air, reducing CO2 emissions. Mechanical Ventilation with Heat Recovery (MVHR) units will be installed within the co-living communal spaces. The hotel development will adopt heat recovery on the air handling plant that will supply fresh air to the concealed fan coil units in each bedroom as well as any amenity space.

Natural ventilation through operable panels in the co-living blocks will relieve any load on the MVHR system and reduce energy usage.

### 04 Energy Efficient Specification

Energy efficiency measures have then been evaluated to assess which measures suit the proposal best. High-efficiency LED lighting will be used throughout coupled with demand-operated lighting where appropriate in the form of daylight dimming, & absence/presence detection, this will reduce energy consumption and CO2 emissions associated with lighting.

### 05 Blue Roofs

Blue roofs will be incorporated into the proposal to manage stormwater runoff effectively, mitigating flood risks and enhancing sustainable drainage solutions. These roofs will feature special retention systems designed to temporarily store rainwater and for use in the courtyard and external terrace.

### 06 Highly Insulated Envelope

The proposal will adopt a high level of thermal insulation to reduce heat loss and thus reduce overall energy demand. Thermal insulation is essential to minimise heat losses and minimum standards Building Regulation U-Values will be matched or exceeded. The proposal takes into consideration the updated building standards which come into effect in 2025 and will require CO2 emissions to be further decreased by 40% in comparison to Part L 2021 current figures.

### 07 Facade Analysis

Areas of Glazing have been developed (and will continue to be developed through overheating and daylighting analysis to ensure optimal performance in energy use, comfort, balances with well-lit internal spaces. This will continue post-planning to ensure targets



# 04

## Planning Context: Policy and Council Aspirations



# National Design Guide

The National Planning Policy Framework is set out to achieve high quality buildings and places through the planning process. The National Design Guide sets out ten characteristics of good design for successful places. It outlines the government's overarching priorities while assisting local authorities in defining their own design codes.

The proposal has considered the ten points as it relates to the immediate site, local surrounding and further context. The intention is to aide the development of a sustainable local character and sense of place, in contrast to the current building on site that has limited positive impact. The ten points are listed adjacent with brief summaries on the definitions of well-designed places per respective point, with a description on how the proposal prioritises each point.

## 01 Context

Well-designed new development responds positively to the features of the site itself and the surrounding context. It is important to have an understanding of the local history, culture and heritage as these influence the sense of place

- The proposal has benefited from an in-depth study of the local area, particularly the make-up of the Uxbridge Town Centre. The site is in a prime position at the beginning of the High Street*

## 02 Identity

Well-designed places, buildings, and spaces have a positive and coherent identity, fostering health, well-being, inclusion, and cohesion among residents and communities. They also exhibit a character that aligns with their context, history, current lifestyles, and future prospects.

- The materiality, composition and architectural treatment takes cues from the urban fabric and landmark buildings, particularly key heritage assets within the area.*

## 03 Built Form

Well-designed places feature compact, walkable development that enhances well-being and fosters placemaking. They also prioritize accessible local public transport, services, and facilities, alongside recognizable streets and defined spaces, promoting safety, accessibility, and a strong sense of place through memorable features or groupings.

- The scheme is designed to create a public destination within the centre of the site. Arched passageways employing repeating motifs encourage users to the central courtyard help create a sense of place.*

## 04 Movement

A well-designed movement network includes safe streets that are accessible for all, functioning efficiently while accommodating diverse needs and offering sustainable transport options. It prioritizes walking, cycling, and public transport to mitigate the impacts of car use, promotes activity and social interaction.

- Pedestrian movement and public transport have been prioritised highly in the proposal, with specific attention to users around the retail provision. Additionally, the proposal is located near a major underground station and a TfL bus depot.*

## 05 Nature

Well-designed places integrate existing natural features and incorporate new ones into a multifunctional network, supporting quality of place, biodiversity, water management, and climate change resilience. They provide accessible, attractive open spaces to encourage physical activity, promote health, well-being, and social inclusion.

- With a new public space in the centre of the site, the opportunity for improved biodiversity is increased, with an additional external co-living amenity for more greening.*

## 06 Public Spaces

Well-designed places feature well-located public spaces supporting diverse activities to foster social interaction, promoting health, well-being, and inclusion. They are designed to feel safe, secure, and attractive while incorporating trees and planting for environmental benefits and enjoyment.

- A key component of the success of the design is the central courtyard which is encouraged to be accessed through the passageways as well as through the retail and co-working spaces, with views through to each of the streets. This has been discussed in depth with LBH*

## 07 Uses

Well-designed places feature a mix of uses, including local services and facilities, supporting daily life alongside an integrated mix of housing tenures and types suitable for people at all stages of life. They are designed to be tenure neutral, fostering social inclusivity and cohesion within the community.

- Retail, co-living and hotel uses have been established through the consultation process, and the design has been pushed to include a generous amount of retail provision and active frontage on the ground floor. Co-living is provided in an area where this typology does not currently exist, therefore diversifying the housing stock and attracting a different demographic to the area.*

## 08 Homes & Buildings

Well-designed homes and buildings prioritize providing high-quality internal and external environments to enhance the health and well-being of their occupants. They also positively relate to surrounding private, shared, and public spaces, encouraging social interaction and inclusion, while ensuring unobtrusive and well-integrated operation and servicing within their neighbourhoods.

- The proposal has been designed to exceed standards set out in the GLA's LSPBSL guidance, with communal amenity spaces that support the health and well-being of the occupants. Amenity spaces also include shared a external roof terrace, a screening room and co-working space.*

## 09 Resources

Well-designed places prioritize layouts, forms, and mixed uses that minimize resource requirements for land, energy, and water, while being adaptable over time to reduce the need for redevelopment and waste. They also employ materials and technologies aimed at minimizing environmental impact.

- The layout has been efficiently planned to optimise the potential of the site. In addition, an energy strategy has been developed to integrate resource efficient and low carbon technologies that contribute to the goal of reduced emissions. Please refer to the energy strategy document for more information.*

## 10 Lifespan

Well-designed places, buildings, and spaces are planned for long-term stewardship by various stakeholders, ensuring a sense of ownership among users to facilitate graceful aging. They are adaptable to evolving needs and technologies, while effective management and maintenance ensure their continued functionality and appeal by users, owners, landlords, and public agencies.

- The proposal has been designed to ensure longevity within the local area, encouraging local stewardship of a new urban space. The energy strategy notes that an intelligent building management system can be incorporated designed to understand the building's operations and enhance the efficiency. Please refer to the energy strategy document for more information*

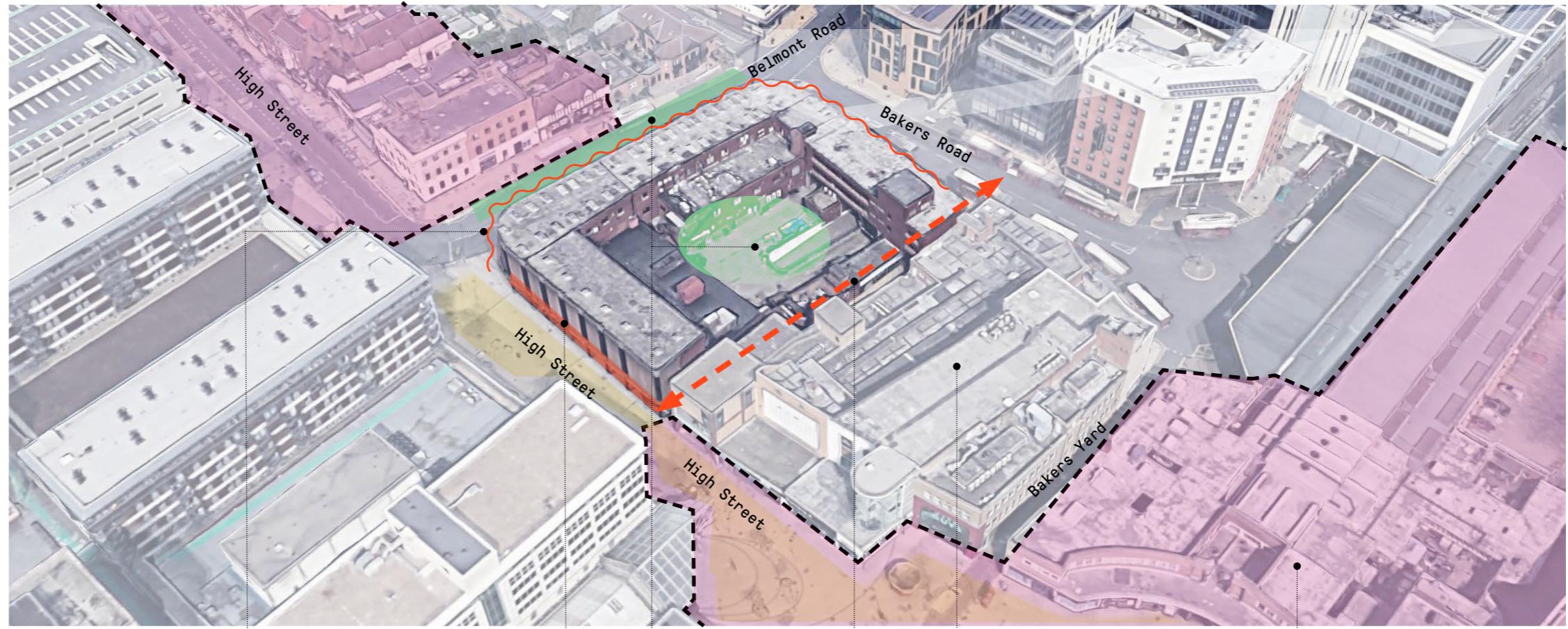


# Planning Policy

## Overview of London Borough of Hillingdon Site Aspirations

The site has been identified as playing an important role providing retail onto the high street and future development having the potential to enliven secondary and tertiary frontages. The aspiration of site allocation are represented on this page.

We understand that other council aspirations for the site include giving back space at ground floor on High Street Uxbridge through providing a new colonnade and making space on Belmont Road. We are aware of the significance of adjacent conservation areas, and the need to be conscious of height as the facing context changes at different points around the block.



Provide active frontages to Bakers Road and Belmont Road

Provide retail uses along Uxbridge High Street

Proposals to be designed so as not to prejudice future development on the adjacent site to the south

Enhanced public realm with urban greening to Belmont Road

Enhance the pedestrian thoroughfare of Cocks Yard linking Uxbridge Town Centre and the Bus Interchange

Redevelopment should enhance the significance of the adjacent conservation area and its setting

### KEY

● Conservation area

● High street

● Urban greening

● Primary retail frontage



# Planning Policy

## Uxbridge Town Centre and Site Allocation

The Hillingdon Local Plan identifies Uxbridge as a distinct metropolitan area.

*For a full assessment of the relevant planning policy please refer to the Planning Statement that accompanies this application.*

### The Vision for Uxbridge Town Centre

Uxbridge is the largest town centre within Hillingdon, and the council seeks to encourage its metropolitan status through its position as a retail hub. With competitors such as Westfield and Brent Cross applying pressure to this position, LBH aims to increase the quantum of retail floorspace by (an increase of 18,885 sqm between 2011-2026), along with promoting it as a key location for offices, leisure and hotels due to its connection to transport infrastructure.

### Core Policy E4

This aspiration is captured in Core Policy E4, promoting Uxbridge as a suitable location for retail, offices, hotels, recreation and leisure, entertainment and culture, evening and night-time economy, education, community services, and mixed-use development. The Council will secure improvements to Uxbridge public transport interchange and the town centre boundary will be expanded.

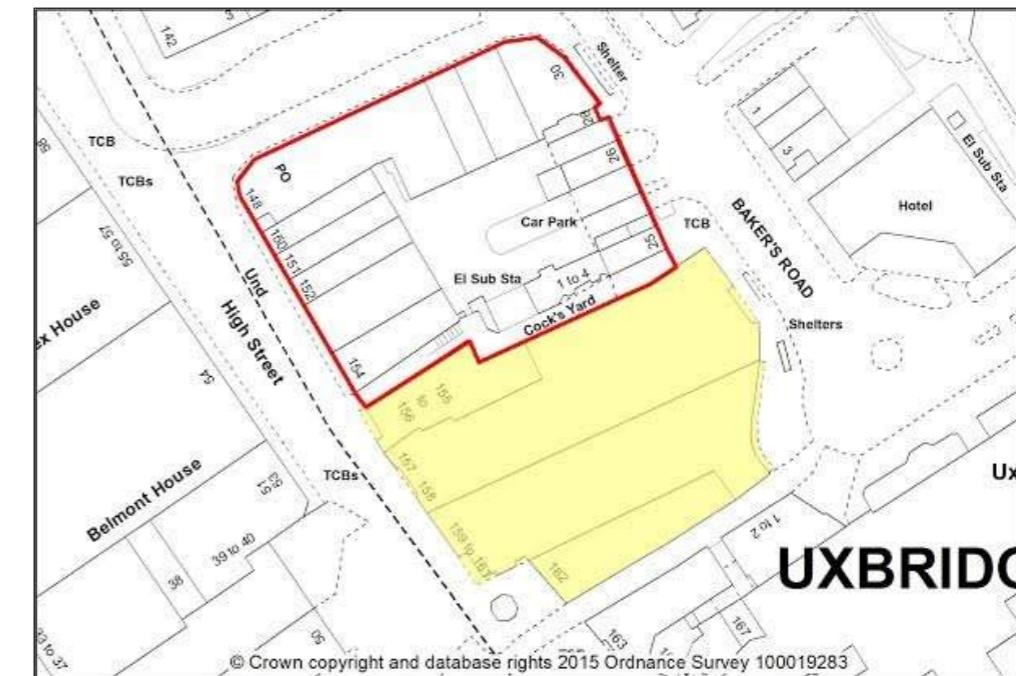
### Site Allocation

The proposal site is allocated to meet the Borough's needs to 2026 in Hillingdon's Local Plan Part 2, and forms part of the strategic approach to managing the growth in the Borough. The proposal site is listed as Policy SA 26, subject to the following criteria:

- Provision of upper floor residential units, which must include affordable housing and an appropriate mix of units, provided in accordance with Council standards. Other main town centre uses, such as leisure uses, may be acceptable on upper floors;
- Retention of ground floor retail uses fronting onto the High Street and provision of main town centre uses, providing active frontages onto Bakers Road and Belmont Road;
- The redevelopment should enhance the pedestrian thoroughfare of Cock's Yard linking Uxbridge Town Centre and the Bus Interchange;
- Amenity space and car parking should be provided in accordance with the Council's standards;
- The redevelopment should sustain and enhance the significance of the adjacent Conservation Area and its setting;
- The Council will expect redevelopment proposals to reflect the scale and character of the surrounding townscape and have regard to the setting of the Old Uxbridge and Windsor Street Conservation Area and Listed Buildings. Whilst the London Plan density guidance indicates a development potential of up to 120 units, capacity on this site should be led by high quality design, taking account of the site's prominent location; and
- Proposals should provide scope to incorporate the redevelopment of the land to the south of the site (identified in yellow on the site plan), extending from Cock's Yard to the Uxbridge Underground Station, in accordance with the principles set out in this policy.

### 148-154 High Street / 25-30 Bakers Road (WH Smith), Uxbridge

The site is located at the junction of High Street Uxbridge and Bakers Road, within the designated Uxbridge Town Centre boundary and lies adjacent to the Old Uxbridge Windsor Street Conservation Area. It is considered suitable for residential-led mixed use development, including other main town centre uses.



### POLICY SA 26: 148 - 154 High Street / 25 - 30 Bakers Road, Uxbridge

Policy SA 26 in LBH Local Plan Part 2 - Site Specific Allocations Local Development document.

  "Proposals should provide scope to incorporate the redevelopment of the land to the south of the site"



# Public Realm Improvements

Hillingdon Council have aspirations for the site specifically regarding issues around public realm

Through engagement with Hillingdon council we are aware that they highlighted issues around bus movement, street width and urban greening and have aspirations for future improvements to the streetscape in the vicinity of the site.



Existing public realm

## Existing areas of poor public realm

- Private car movement interferes with bus and pedestrian movement
- Passenger waiting areas are too small and unattractive
- Southern Belmont Road is very wide and lacks urban greening and seating
- 2 no. bus bay on Belmont Road cannot be operated safely due to limited street width
- The high street feels very busy but there is limited seating available



Public Realm Precedent - Marylebone High Street

## Potential improvements

- Bus stops repositioned from Belmont Road to Bakers Road, with loading bays shifted from Bakers Road to Belmont Road
- Disabled parking bays moved from south side of Belmont Road to the north side.
- Urban greening along Belmont Road and Bakers Road street edges, reducing street widths
- Public courtyard accessed from Belmont Road through access path
- Improved bus waiting area around bus interchange roundabout
- Colonnade along the high street provides threshold area to retail frontages



# GLA Policy

## Wider Aspirations

The Greater London Authority have recently published Large-Scale Purpose-Built Shared Living (LSPBSL) London Plan Guidance (LPG) in February 2024. This fills in the gaps in traditional housing standards and provides an appropriate assessment benchmark for this housing typology, and is one of the key GLA guidance documents to deliver the proposal in accordance with

### Planning

In section 2 the document explains a development's suitability for a LSPBSL proposal relies on general criteria:

1. Locational and access considerations for an LSPBSL development.
  - The development should be located in well-connected and well-served areas. The quality and ease of access to public transport, and proximity to wider amenities in the area.
  - The development should be car free
2. Contributing positively to well-designed and mixed-use neighbourhoods
  - The development should contribute to mixed and inclusive neighbourhood objectives set out by the LPA that contribute positively to the character of the area.
  - LSPBSL developments are encouraged where it could provide a difference to any emerging clusters of housing typologies/ products, reducing homogenisation.

The proposal site for Uxbridge meets these criteria due to the following:

- The site is located in a well-connected and well-served area within the Uxbridge town Centre with a PTAL of 6a
- The development provides a range of uses along a high street and commercial context. There is currently no co-living provision in the immediate area, therefore diversify the housing stock.

### Design Quality - Public Realm & External Amenity

Regarding the public realm, the guidance discusses design quality in the larger context. It states the following:

- The development should positively integrate with the surrounding neighbourhood.
- Provide street activation with public amenities, and employment uses which strengthen the local economy.
- It should also consider a diverse set of users within the public realm and connectivity with walking, cycling and green infrastructure.

The proposal would open up the centre of the site to provide high quality public realm within the centre of the site. The intention is for this greenspace to become a destination within the town centre.

On external amenity, the guidance recognises the role of external communal space, providing benefits for wellbeing, urban greening and biodiversity. Some of the criteria for these spaces include the following:

- There should be passive surveillance for this to avoid creating isolated and unsafe areas.
- High-quality, multi-purpose aggregated areas to encourage recreational use by residents and to congregate in large groups. It should provide adequate seating, lighting and landscaping and should aim for biodiversity net gain.

**MAYOR OF LONDON**

## London Plan Guidance

### Large-scale purpose-built shared living

**February 2024**

**Table 3.4 Recommended benchmarks for external communal amenity space:**

Number of residents	Benchmarked external outdoor communal amenity space
Up to 400	1 sqm per resident
Every additional resident from 401	0.5 sqm per additional resident



# GLA Policy

## Space Standard Specifics

### Design Quality - Studios

The guidance describes the standard for private units. The standard sizes for units are as follows:

- Standard units of 18-27 sqm
- Accessible units at 28-37 sqm. (10% of rooms - LP Policy D5)

The guidance specifically states that these are not self-contained homes as they do not meet the functional and spatial requirements of the London Plan. There are maximum sizes provided in the guidance to avoid studios being used as sub-standard self-contained units.

The amenities listed in the units should accommodate amenities for sleeping, eating, working, relaxing and storage. Larger units may be suitable for occupation by couples. Table 3.5 from the document shows indicative expected private unit amenities.

**Table 3.5 Indicative expected private unit amenities**

Room amenities	Additional notes
Double bed ; desk with worktop space	-
Bedside cabinet	At least one is recommended
Wardrobe/clothing storage	A storage space of at least 1.2 cubic metres per person.
Seating area	An armchair
Dining area	Seating area could be used for eating. If provided, it should be limited to two people dining.
Bathroom with shower	Should have a standard size sink, a WC and a place to dry a bath towel. Bath tubs are discouraged.
Small kitchenette to allow preparation of convenience food	Should provide: sockets to plug in a toaster, a kettle and a non-convection microwave; sink and drainage space, and counter space. If hob is provided, then it should have no more than two plates. A mini fridge should fit under the kitchen counter. No freezer required.

### Design Quality - Communal Areas

The space benchmarks set out within the document are based on current best practice by successful LSPBSL developments. It notes the composition of the spaces should be heavily considered, and all communal areas and facilities should be inclusively designed. Table 3.1 and 3.2 on the right are from the guidance, stating the benchmarked areas for communal spaces.

Considering the variety of unit sizes, the guidance allows for some tolerance on provision of communal amenity to incorporate a more design-led process. This takes into account the general arrangement of amenity within the development and their interrelationships across the buildings and uses. In an example, in a development where bedroom sizes are smaller, a greater quantum of communal space should be expected to offset

Further detail is provided on the provisions for communal kitchens, dining spaces, laundry and drying facilities, social space, workspaces,

**Table 3.1 Recommended benchmarks of total internal communal amenity space provision (including the table 3.2 internal amenities as indicated in column 3)**

Number of residents	Benchmarked internal amenity space
Up to 100	4 sqm per resident
Every additional resident from 101 to 400	3 sqm per additional resident
Every additional resident from 401	2 sqm per additional resident

**Table 3.2 Recommended benchmarks: Communal areas and facilities**

Communal area/facility	Required by policy or optional	Included in communal space requirement (table 3.1)?	Benchmark
Kitchen (section 3.4)	Required	Yes	0.5 sqm per resident, to include one cooking station per 15 residents and the other equipment identified in table 3.3
Dining space (section 3.5)	Required	Yes	Two dining spaces per cooking station; or number of dining spaces = 15% of total residents
Laundry and drying facilities (section 3.6)	Required	No (unless designed as part of a space that encourages residents to spend recreational time)	One washer and one dryer per 35 residents
Internal communal space (section 3.7)	Required	Yes	
Living rooms, lounges (section 3.7)	Required	Yes	
Other recreation or entertainment spaces for the exclusive use of residents without a charge (section 3.7)	Optional	Yes	
Workspace (section 3.8)	Optional	Yes	
Toilets (section 3.9)	Required	No	
Personal storage (section 3.9)	Optional	No	
External communal space - terrace/garden (section 3.10)	Required	No	See table 3.4
Circulation space (corridors, stairs, lifts, lift lobbies)	Required	No	
Any spaces that residents incur additional costs to access or use	Optional	No	
Cafes, bars and restaurants or other spaces that are open to the public to use or not for the exclusive access and use of residents and their personal visitors	Optional	Conditionally yes see paragraph 3.3.10	
Storage used by management	Optional	No	
Cycle storage	Required	No	0.75 per person <sup>3</sup>
Car parking	Car-free (London Plan Policy T6.1(E) Residential parking <sup>4</sup> )	No	

### Affordable housing contribution

As LSPBSL units do not meet the criteria for affordable homes. The guidance states that LSPBSL "must deliver a cash-in-lieu contribution towards conventional C3 affordable housing if it is the only type of housing proposed." Incorporating C3 housing it should be considered if possible.

### Management Plan

As part of a planning application, the GLA require that an appropriately detailed and resourced management plan be submitted including:

- Maximum number of residents that can occupy the LSPBSL
- How the proposed communal elements will satisfy the varying needs of the number of residents and their guests on an ongoing basis
- How management practices will meet policy requirements.

Other information to be included in the management plan include the following aims to achieve the following:

- Ensure 90-day-plus tenancy agreements for all units
- The development is not run as a hotel or hostel
- Prevent cohabiting in smaller private units
- Include features for diversity of needs
- Provide for all services and facilities that are included in the assessment of sufficiency to be covered the rent, except utility bills for individual units (though rents may be inclusive of this).



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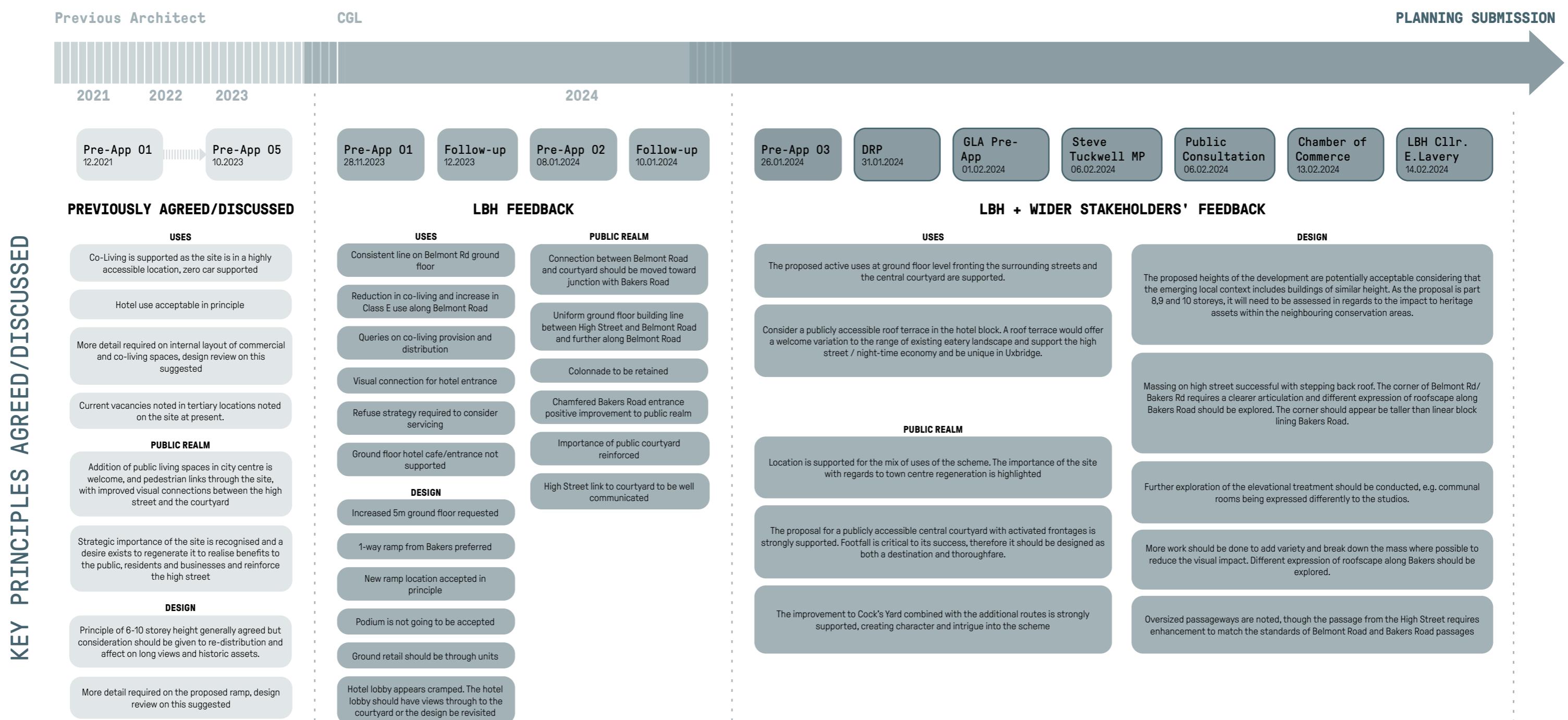
## Consultation



# Timeline

## Summary of consultation

Proposals for this site have been discussed with LBH since 2021. The current proposal builds upon previously agreed strategies and approaches that have been reviewed in depth.



# CGL Pre-App Proposals 01 - 02 follow-up

Overview of Proposals presented in November 2023

CGL have been in consultation with LBH through a series of pre-application meetings to align the scheme more with LBH's goals for the site.

The initial pre-applications were used to establish the principles of the ground floor strategy, with emphasis on increasing the retail provision and providing the desired double height frontages at ground floor on the High Street.

Following this, meetings were held to discuss the scale and massing in relation to the context.

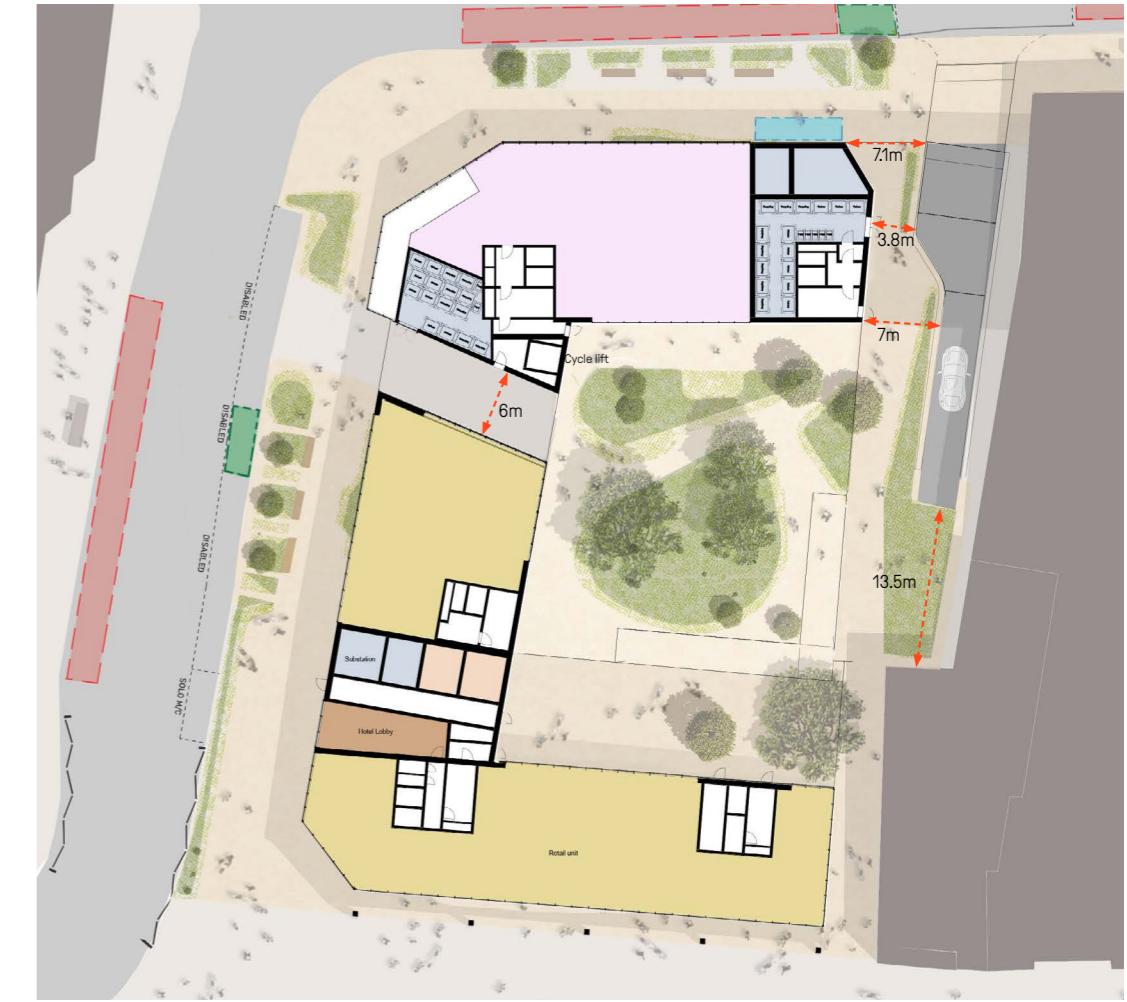
The plans on this page show the proposal at Pre-application 01 in November 2023 and at Pre-application 02 follow-up in January 2024.



Pre-application 01: Proposed Ground Floor Plan

## Comments

- Reduction in co-living and increase in Class E use along Belmont Road
- Connection between Belmont Road and courtyard should move towards junction with Bakers Rd
- Uniform ground floor building line between High St and Belmont Rd preferred
- Colonnade retained
- New ramp location to be supported by sections
- Ground floor retail should be through units
- Design should incorporate celebrated entrance with double height frontages to ground floor



Pre-application 02 follow-up: Proposed Ground Floor Plan

## Comments

- Hotel entrance in this location should have visual connection with courtyard. Hotel reception moved to the top floor.
- Critical that the courtyard is public realm and not closed off as private amenity
- Chamfer of building near ramp provides improvement to public realm. Discussion on 1-way vs. 2-way ramp concluded with 1-way ramp option to improve public realm
- Building line along Belmont Rd at Bakers Rd junction to be consistent
- Courtyard differentiates between retail space and co-living amenity - should be designed as one
- Increased height of retail along High Street for double height retail spaces. Datum continues around the building for a continuous first floor level



# Pre-Application 03

Pre-app Response: 26.01.2024

A pre-application meeting was held at the end of January, discussing the massing and elevational approach. The following feedback was received on 26.01.2024

The response received is as follows:

- Belmont Road should be defined by a continuous building line on to which setbacks are acceptable but protruding elements are considered inappropriate.
- Hotel should be accessible from street and courtyard for through views
- South facing flank walls must not have windows as to not constrain development on the southern side. Flank wall design should be considered and precedent provided.
- Massing on High Street is successful with the stepping back roof.
- The corner of Belmont Rd/ Bakers Rd requires a clearer articulation and different expression of roofscape along Bakers Road should be explored. The corner should appear be taller than linear block lining Bakers Road.
- Roofscape requires further improvement along Bakers Road and set-backs should be explored to break down 50m / 10 storey massing.
- Through passage to courtyard expressed with signage, lighting colour and form. The proposal appears well considered, but it appears that the expression of the through passage contrasts too much with the rest of the building.
- Consider the expression of communal rooms. Courtyard facade very bleak, requires improved three dimensional expression / articulation.
- The plinth on corner of Belmont/Bakers Road appears squashed and the raising of plinth should be explored. The corner should be more animated and activated by a main entrance.



# Stakeholder Consultation

On January 31st and February 1st, CGL engaged in a Design Review Panel and a GLA consultation respectively. The overall discussion was positive and points raised were integrated into the design. Below is a summary of points from each meeting

## **London Design Review Panel. Response: 21.02.2024**

- Location is undoubtedly ideal for the mix of uses that comprise the current scheme. Its location adjacent to both tube station and bus station The key importance of the site regarding the town centre regeneration was highlighted, which could provide a precedent for the adjacent site and future development opportunities.
- The dispensation of uses across the site was supported. Redevelopment of the site provides the opportunity to enhance the retail offer.
- The publicly accessible courtyard aligned with the public right of way is welcomed and may add both character and an element of intrigue into the scheme. Footfall is critical to the success of the courtyard and it is important that it is designed as both a destination and thoroughfare.
- It may be beneficial to further develop the analysis of the townscape character.
- The scale and massing of the scheme, particularly its relationship with existing properties on Belmont Road, may benefit from further justification.
- Explore breaking up the mass through the use of setbacks.
- Oversized passageways are noted, though the passage from the High Street requires enhancement to match the standards of Belmont Road and Bakers Road passages

## **GLA Consultation. Response: 28.02.2024**

- The proposal for a shared living development in this location is acceptable in principle and could meet the key requirements set out in H16 provided that an affordable housing contribution is made. The scheme would not give rise to any over-concentration of shared living accommodation in this location or raise any concerns regarding the impact on achieving mixed and inclusive communities.
- It is acknowledged the retail floorspace is underused and in some instances vacant. An assessment of local and office demand should be submitted with the application to support a reduction in retail use. The proposed active uses at ground floor level fronting the surrounding streets and the central courtyard are supported.
- The proposed heights of the development are potentially acceptable considering that the emerging local context includes buildings of similar height. More work should be done to add variety and break down the mass where possible.
- The proposal for a publicly accessible central courtyard with activated frontages is strongly supported as it would improve Cock's Yard. The provision of additional routes into the courtyard space is positive.
- The robust expression of the base is successful, but needs to be considered more as one moves around the building. The High Street elevation is successful. Further exploration of the material and brickwork should be conducted, e.g. communal rooms being expressed differently to the studios.
- As the proposal is part 8,9 and 10 storeys, it will need to be assessed in regards to the impact to heritage assets within the neighbouring conservation areas.



# Public Consultation

Consultation Date 06.02.2024

A public consultation session was arranged close to the site at Kate Fassnidge Community Hall. From the completed feedback forms, 78% of answers were either in support or strong support of the proposal.

Invitation letters were delivered to 2800 local properties inviting them to participate in the consultation. There were 56 attendees and received 23 completed feedback forms.

The response for the delivery of co-living accommodation was supported in the feedback. There was strong support for open public space and retail space, as well as support for visitor accommodation benefiting restaurants, shops and entertainment venues with local spending.

Alongside the public consultation there was a consultation with Steve Tuckwell MP and LBH Councillor Eddie Lavery and the Hillingdon Chamber of Commerce. In these meetings, the topics discussed included the relocation of the post office currently on site, the hotel demand in Uxbridge, a desire for successful retail units on the High Street and the operation of the co-living accommodation.

Overall the feedback from the consultations have been constructive and have led to amendments to the design.



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## Design Proposal

