

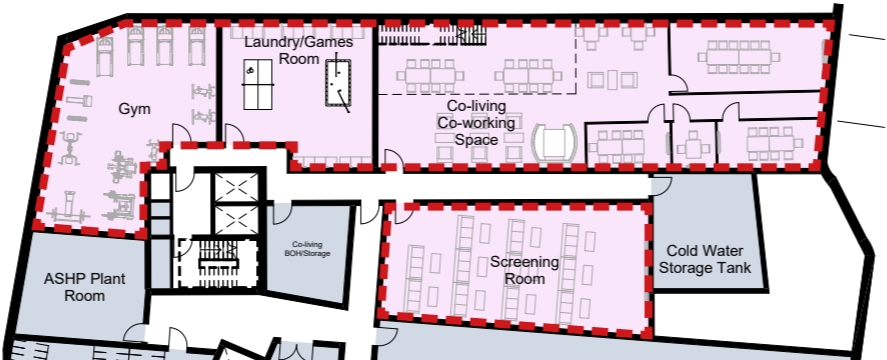
# Accommodation breakdown

## Co-Living Internal Communal Spaces

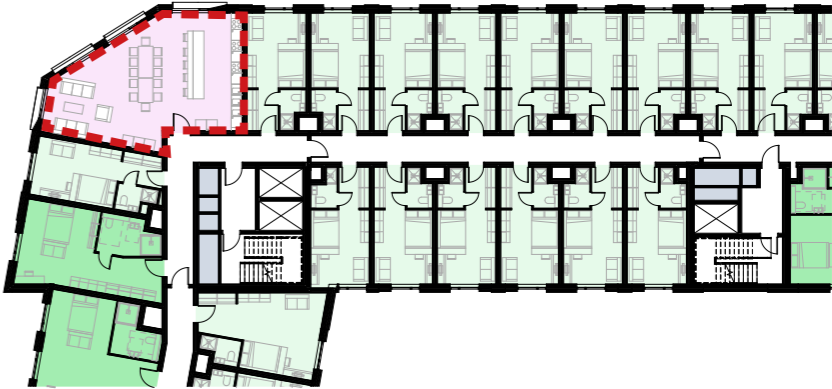
The GLA's London Plan Guidance document "Large-scale purpose-built Shared Living", outlines benchmark figures for internal communal space, as shown below.

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

The guidance also identifies which spaces are to be counted against this benchmark and these are highlighted on the adjacent plans.



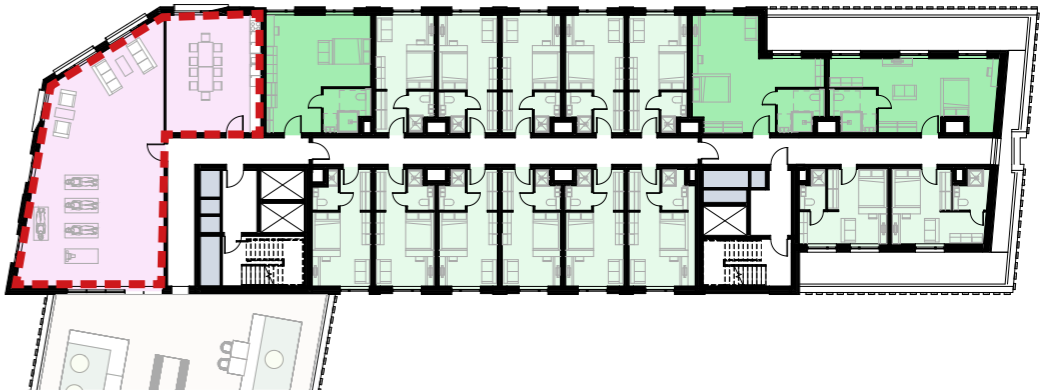
Partial Basement Plan



Partial Typical Upper Floor Co-Living Plan



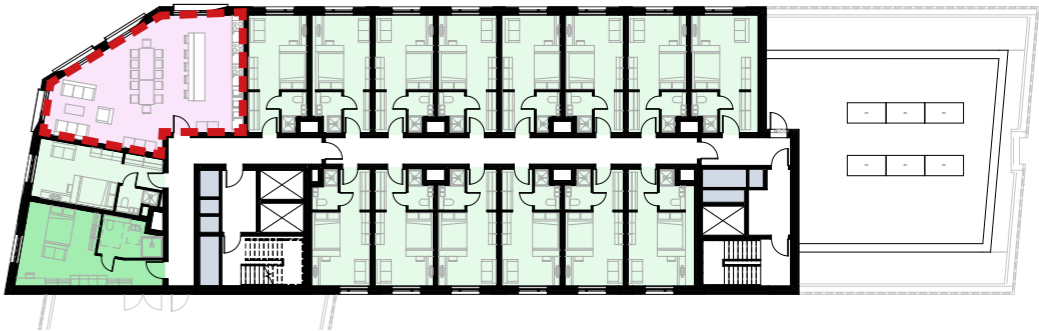
Partial Ground Floor Co-Living Plan



Partial 8th Floor Co-Living Plan



Partial First Floor Co-Living Plan



9th Floor Co-Living Plan

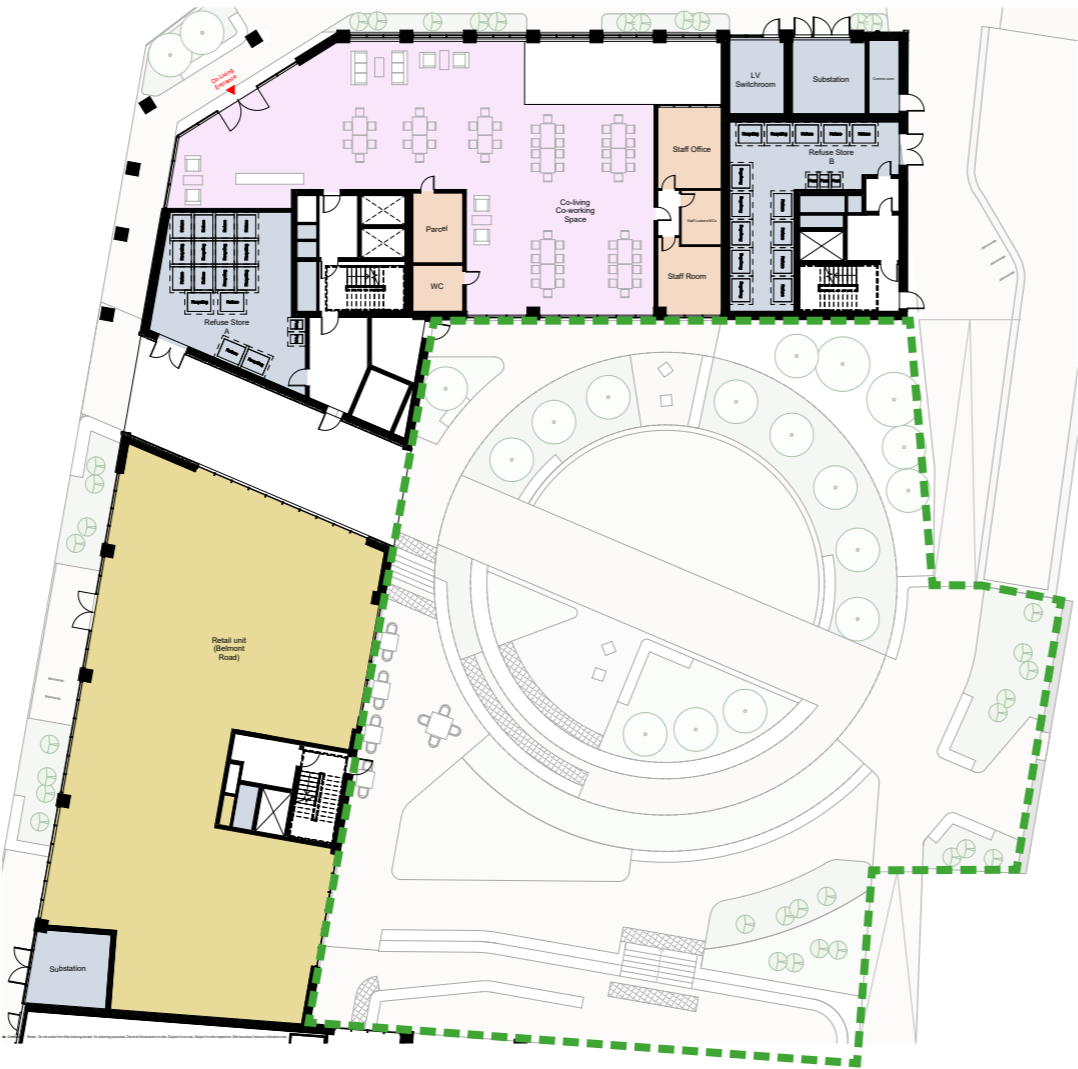
# Accommodation breakdown

## Co-Living External Communal Spaces

The GLA's London Plan Guidance document "Large-scale purpose-built Shared Living", outlines benchmark figures for external communal space, as shown below.

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

The proposals provide two different types of communal external space.  
On the 8th floor there is a communal roof terrace which is solely for the use of residents.  
On the ground floor, the internal communal space has a direct connection to the central courtyard. As this is shared with public users its contribution to the external communal space has been counted at a ratio of 25%.



Ground Floor Co-Living Plan



8th Floor Co-Living Plan



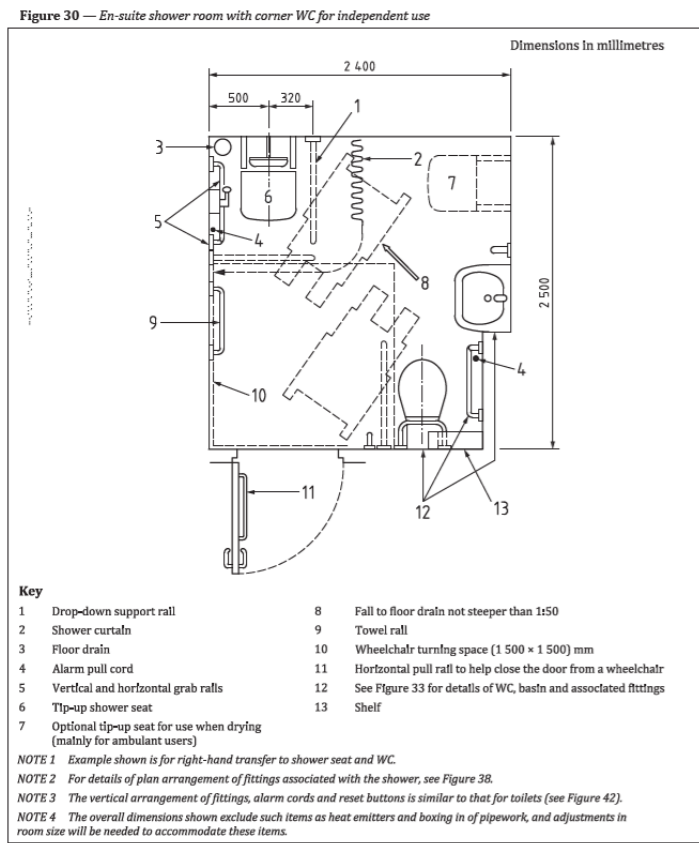
# Accommodation Breakdown

## Hotel accessibility

The London Plan 2021 identifies key requirements for the provision of accessible serviced accommodation.

London Plan Policy E10 states;  
“To ensure sufficient choice for people who require an accessible bedroom, development proposals for serviced accommodation should provide either:  
1) 10 per cent of new bedrooms to be wheelchair-accessible in accordance with Figure 52 incorporating either Figure 30 or 33 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings. Code of practice; or  
2) 15 per cent of new bedrooms to be accessible rooms in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings. Code of practice.”

The proposals include the provision to provide accessible accommodation via method 2.



Excerpt from BS8300:2018

### 19.2.1.2 Hotel bedrooms

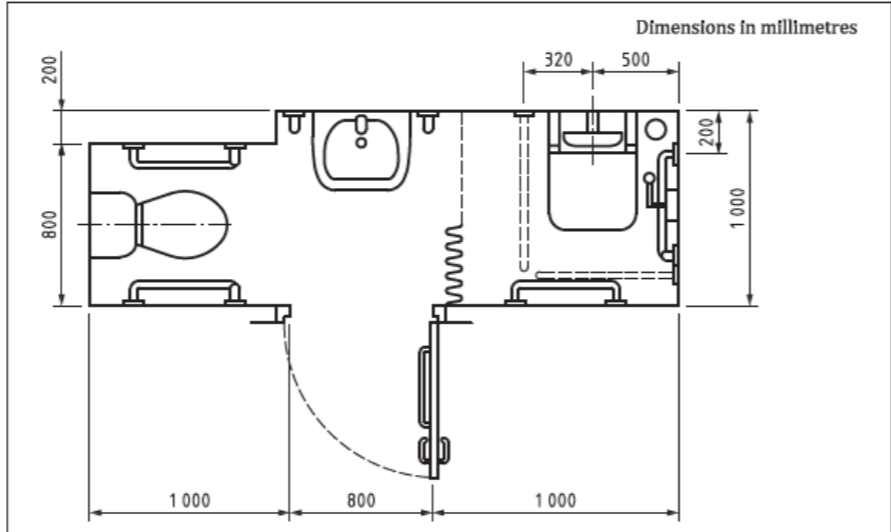
Accessible bedrooms should always be provided with en-suite accessible sanitary facilities, including a WC, basin and shower (or bath) if en-suite facilities are provided for any other bedrooms.

The minimum provision of accessible bedrooms as a percentage of the total number of bedrooms should be:

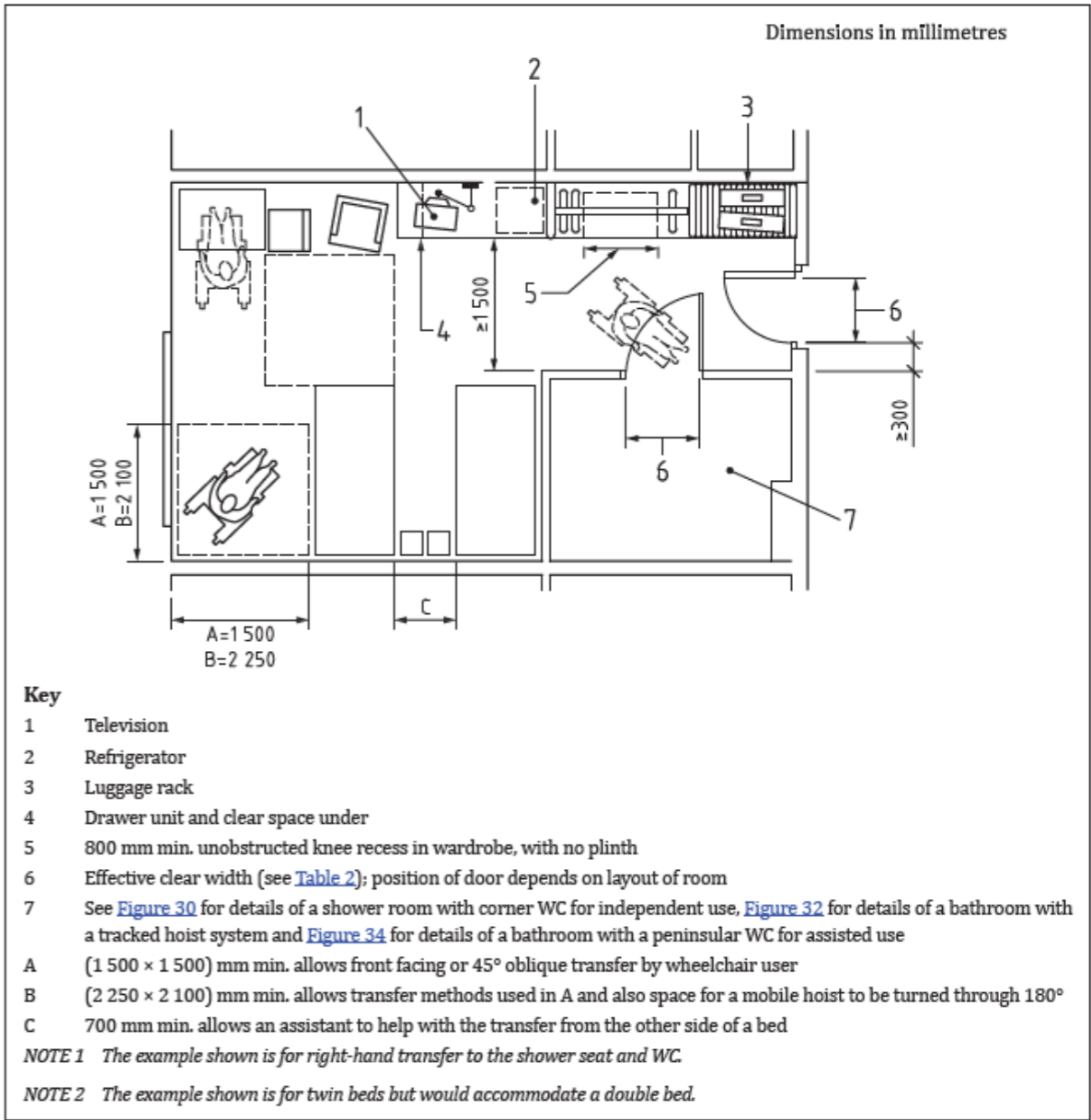
- one room or 5%, whichever is the greater, with a wheelchair-accessible en-suite shower room for independent use (see examples in Figure 30 and Figure 52);
- a further one room or 1%, whichever is the greater, with a tracked hoist system (see examples in Figure 31 and Figure 32), and a connecting door to an adjoining (standard) bedroom for use by an assistant or companion;
- one room or 5%, whichever is the greater, with an en-suite shower room to meet the requirements of people with ambulant mobility impairments (see Figure 53).

A further number of bedrooms to make up a total provision of 15% of all bedrooms should be large enough for easy adaptation to accessible bedroom standards (with en-suite facilities) if required in future, i.e. incorporate all the correct dimensions and sanitary layouts in Figure 33 and Figure 52, and be structurally capable of having grab rails installed quickly and easily.

**Figure 53 — Accessible en-suite shower room for people with ambulant mobility impairments**



**Figure 52 — Example of an accessible bedroom with en-suite sanitary facilities**



# Accommodation Breakdown

## Hotel accessibility

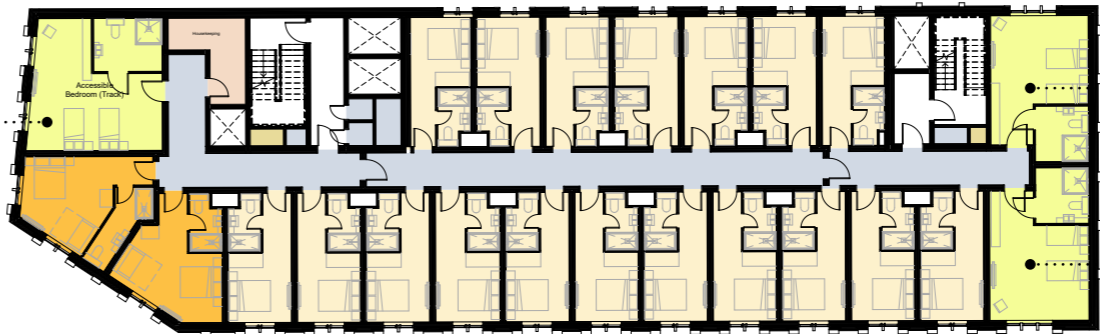
### Accessibility Compliance

Hotel

Room Type	Rooms	Required %	Proposed %
Accessible Bedroom	8	5%	5%
Accessible Bedroom (with track)	1	1%	1%
Family Room	12	----	7%
Family Room (Adaptable)	7	4%	4%
Standard Room	125	----	78%
Standard Room (Ambulant en-suite shower room)	8	5%	5%
	161		

Accessible room with  
tracked hoist system

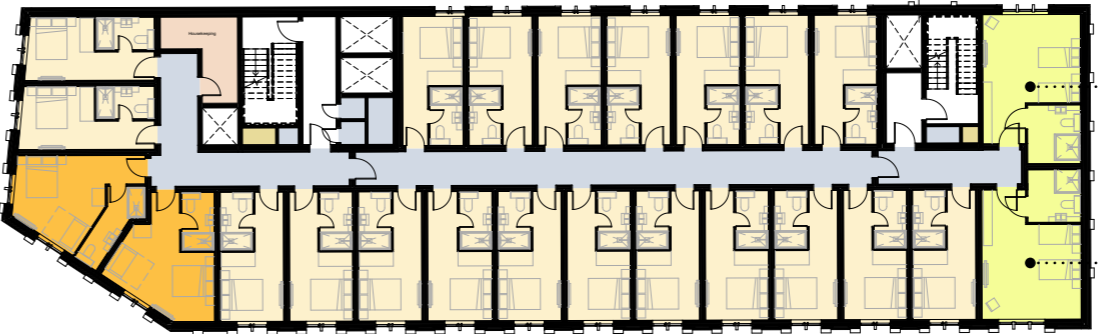
First Floor Plan



Accessible room

Accessible room

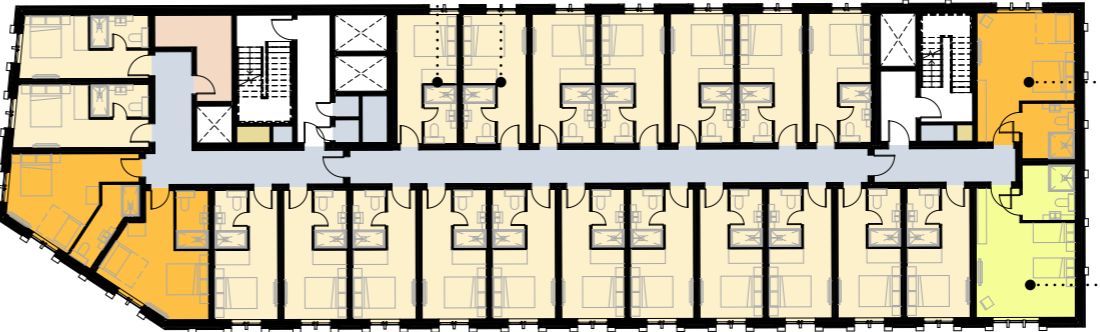
Second Floor Plan



Accessible room

Accessible room

Typical 3rd to 6th Floor Plan



Ambulant en-suite  
shower room

Adaptable room

Accessible room

Seventh Floor Plan



Adaptable room

Adaptable room

Adaptable room

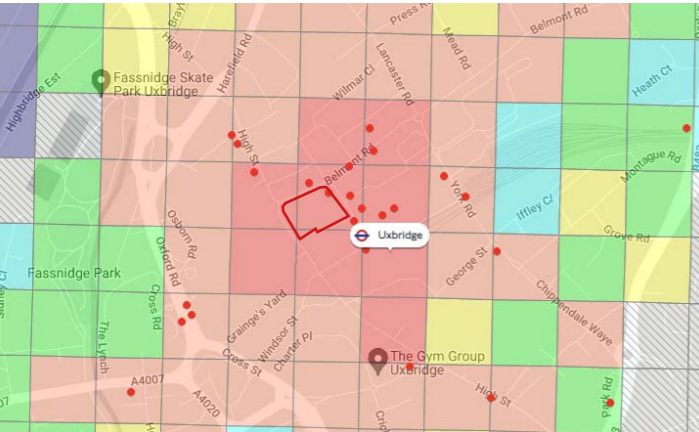
# Vehicular access

The proposal is proposed as car free, with the exception of 9 no. disabled car parking spaces at basement level that serve the co-living and hotel block.

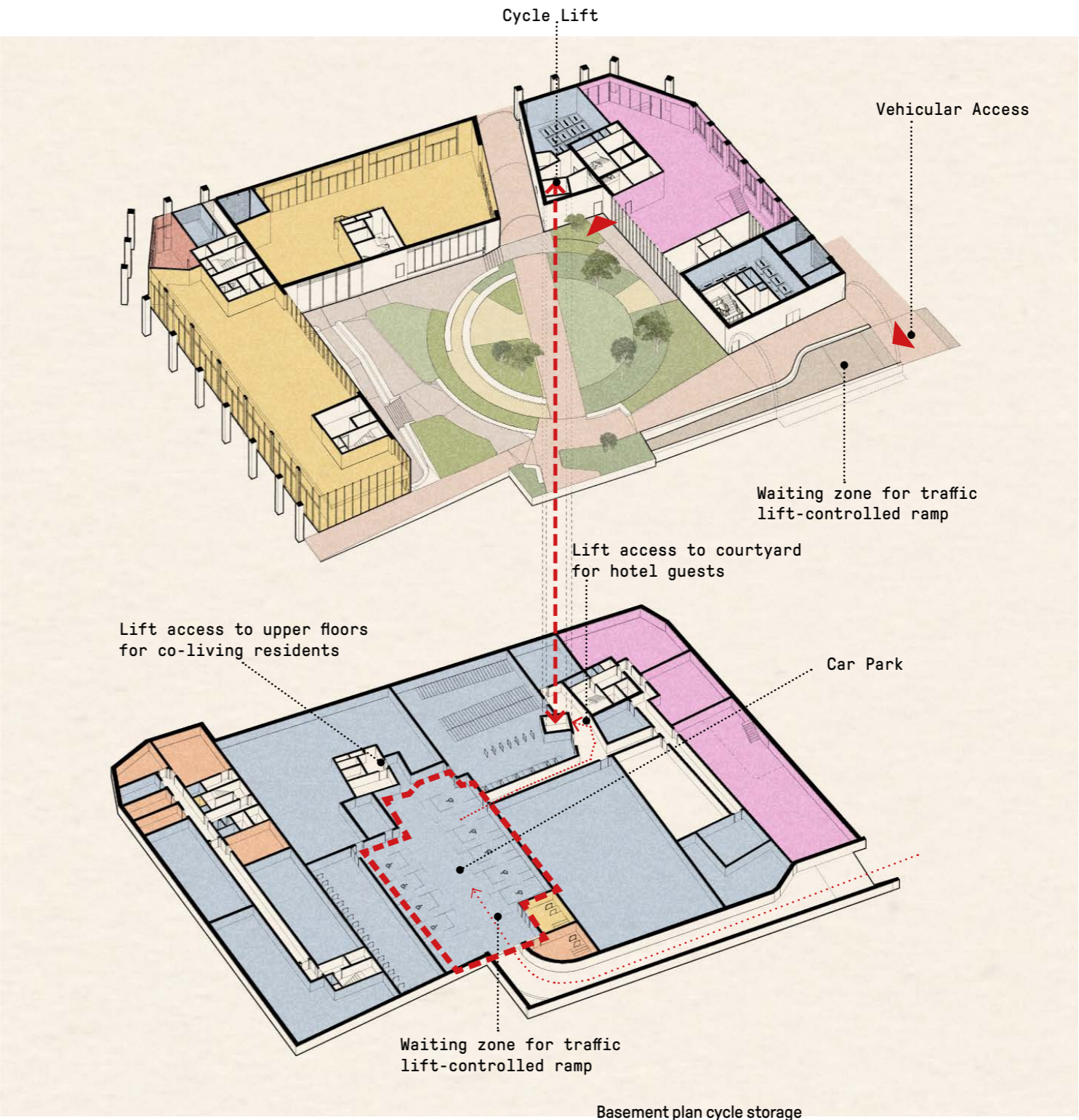
The site benefits from excellent transport connections, which includes the close proximity of Uxbridge station within 100m, high quality walking infrastructure and a TfL bus interchange at Uxbridge station. Due to the accessible location, a car-free approach has been taken in accordance with the London Plan Policy T6

The car parking spaces are provided at basement level, which is accessed via a ramp from Bakers Road. Cars will be held at the top and bottom of the ramp via a traffic light system. This will ensure that the ramp can remain 1-way for the majority of its length, reducing its impact on the adjacent public realm landscaping. Cyclists will have the option to use the same ramp to access basement cycle parking with a dedicated cycle lift also available. This is discussed in more detail in subsequent pages.

**A full pack of Transportation information including a Transport Assessment accompanies this application. Please refer to this for further detail on the transportation strategy.**



TfL PTAL map and key



Ground floor and basement plan, showing the access route to the car parking

# Cycle Parking

Long-stay cycle storage for the proposal is located in the basement, accessed via the vehicular ramp or dedicated cycle lift.

Long-stay cycle storage serving the coliving block is accessed from the courtyard via a cycle lift or via the vehicular access ramp (at a gradient of 1:10) from Bakers Road.

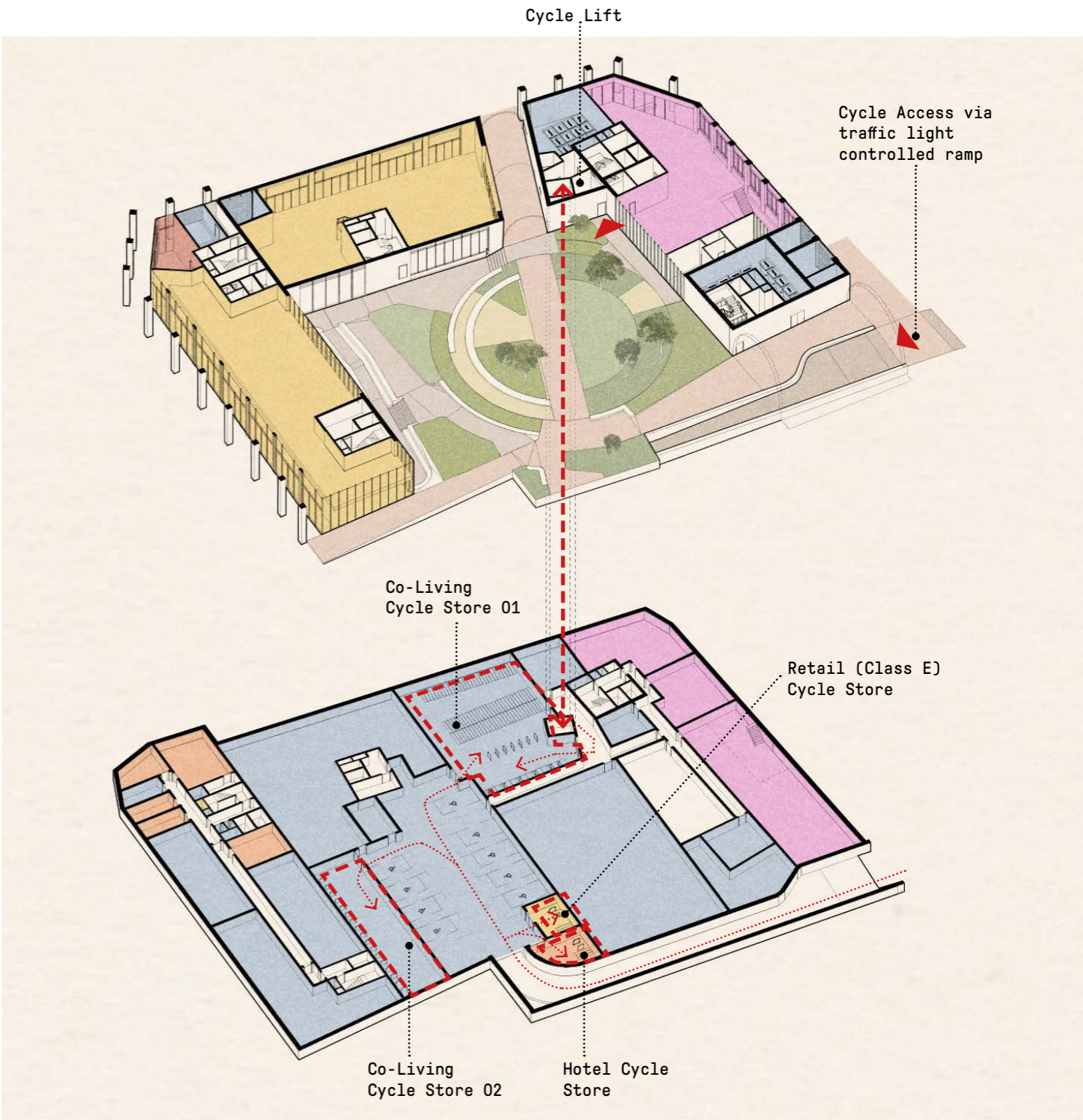
The cycle storage provision includes the following:

- Total of 263 no. long-stay cycle spaces in total, split across dedicated stores for co-living, hotel and Class E uses. The co-living provision is in line with the London Plan large-scale purpose built shared living guidance and London Plan Policy T5
- Of these, 20% are Sheffield stands and 5% are large format cycle stands
- Short term cycle storage is proposed within the landscaped courtyard and around the site boundary and further details can be found in the Landscape proposals

## Cycle Parking

Long stay parking

Use Designation	Parking type	Min. Required Qty	Proposed qty	Min. Required %	Proposed %
Co-Living	Accessible Sheffield Stand	16	12	5%	5%
Co-Living	Sheffield Stand	64	48	20%	20%
Co-Living	Two-tier rack	-----	180	-----	75%
CO-LIVING TOTAL		240@0.75 of 320 studios	240		
Hotel	Accessible Sheffield Stand	1.0	1	5%	11%
Hotel	Sheffield Stand	1.6	2	20%	22%
Hotel	Two-tier rack	-----	6	-----	67%
HOTEL TOTAL		8.05@1 space per 20 rooms	9		
Retail	Accessible Sheffield Stand	0.7	1	5%	7%
Retail	Sheffield Stand	2.8	3	20%	21%
Retail	Two-tier rack	-----	10	-----	71%
RETAIL TOTAL		14@1 space per 75m2	14		
GRAND TOTAL			263		



Ground floor plan, noting access points to cycle storage

# Escape Strategy

Fire fighting lift cores and evacuation lift cores have been incorporated into the design of the co-living and hotel blocks.

The three core locations work well to provide at least two escape routes at all levels, and dead end escape distances within the maximum recommended 15m.

The proposal includes a smoke extract in each lift core, a 1.5sqm natural smoke shaft at the junction of the hotel and co-living blocks and a mechanical smoke shaft at the end of the co-living block.

*A Fire Statement has been prepared by Jensen Hughes and accompanies this application. Please refer to this for further detail on the proposed fire strategy for both buildings.*

1 x firefighting lift and  
1 x evacuation lift  
1 x escape stair

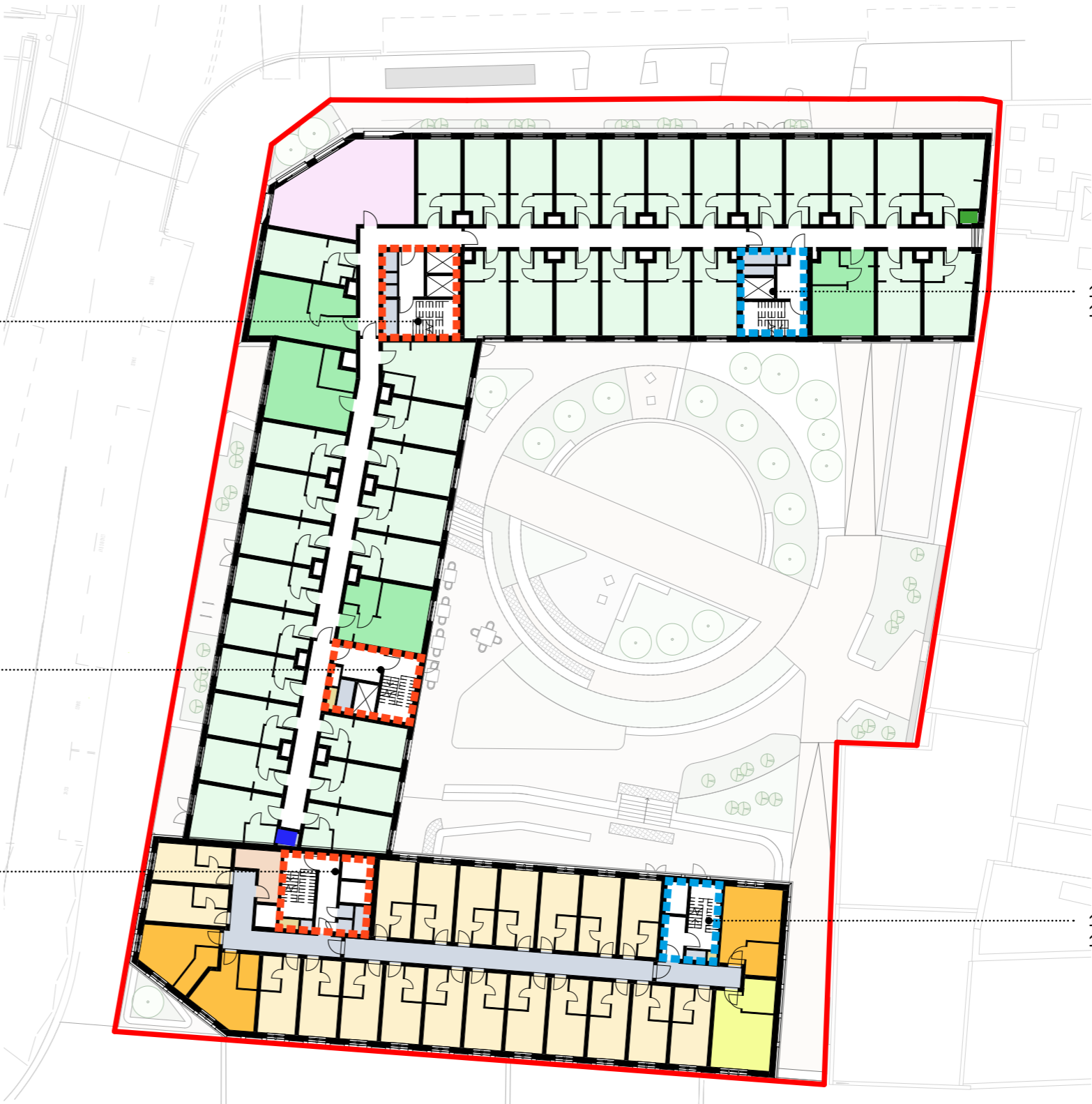
1 x dual purpose  
firefighting and evacuation lift  
1 x escape stair

1 x firefighting lift and  
1 x evacuation lift  
1 x escape stair

1 x evacuation lift  
1 x escape stair

1 x evacuation lift  
1 x escape stair

- KEY
- Firefighting and Evacuation Lift core
  - Evacuation Lift core
  - 1.5sqm natural smoke shaft
  - mechanical smoke shaft



# Refuse Strategy

## Calculations

Through initial consultation with Hillingdon's Waste Services, we have been provided with the draft guidance that is being developed. We have used this guidance to determine the waste storage requirements.

### Co-Living

The total waste generated has been calculated according to the adjacent excerpt from Hillingdon's draft guidance. Based upon 320 studios, the anticipated total waste and recycling generated is as follows:

**320 studios x (60L recycling + 60L waste) = 38,400 Litres**

In addition to refuse and recycling storage, Hillingdon supports the storage and collection of food waste. Initial communication with Waste Services suggested a minimum of one 140L food waste bin in each store. However, with reference to the figures in Table 3, we have proposed a total of 5 food waste bins across the two stores.

The total resultant waste storage volumes are detailed in the table below and utilise 1280L Eurobins for bulk collection. The communal kitchens will have separate bins for waste, recycling and food waste. This will be regularly collected by building management and transported to the communal stores as identified on the following page.

### Hotel

The hotel has a refuse store on the ground floor, serving directly onto Belmont Road. Whilst the operator of the hotel is not yet confirmed, it is anticipated that they will have daily servicing, including of waste, as part of their overall logistics management. On this basis, we have provided storage for 4no. 1280L Eurobins; 2 for recycling and 2 for residual waste. This equates to a total storage capacity of 5120L which would provide a weekly capacity of at least 25,600L based on 5 collections per week.

### Class E spaces

The ground floor Use Class E spaces will manage waste storage within their own demise, accessed from the street. As the specific use is not yet known it is anticipated that this will be further detailed when occupancy type is known.

#### 5.1.1 External waste storage capacity

Where communal facilities are required (i.e., the dwellings will share central recycling and black sack waste bins), Table 2 can be used to calculate the total volume of all black sack waste and recycling generated in a week

Table 2: Estimated Waste and Recycling Generated

Size of Household	Number of Bedrooms in Development	Projected Weekly Waste per Household (60L Black sack waste + 60L Recycling)	Waste Produced from all Households
Studio/one bedroom	A	120 litres	A x 120 = W litres
Two bedrooms	B	240 litres	B x 240 = X litres
Three bedrooms	C	360 litres	C x 360 = Y litres
Total Weekly Waste Arising			W+X+Y = Z litres

If there are 5 or more households in a block of flats, bulk bins will be required. The standard bins the Council adopts have a minimum capacity of 1100 litres for black sack waste and residual plastic wheelie bins must not be used for flats due to their lack of durability when being lifted and emptied by the refuse collection vehicle. The Council will not be held responsible for any damage caused to plastic containers whilst being wheeled or emptied.

The minimum required containers can be calculated as below:

Number of bulk bins required =  $\frac{Z \text{ litres (from Table 2)}}{1,100 \text{ litres or } 1280 \text{ litres (Volume of bulk bin)}}$

Finally, divide this figure by 2 to calculate the number of individual black sack waste and residual bins required for the development.

Excerpt from London Borough of Hillingdon's draft Waste Management guidance detailing calculation method for waste storage capacity

#### 5.1.2 Food waste

Food waste has a high environmental cost, as well as a high economic cost to the Council if not recycled. Provision of food waste recycling storage is therefore important and necessary. The Council recommends 140-litre food waste bins inside housing units for communal properties.

Large developments with multiple blocks of flats need to have food waste units in each individual bin store; the required capacity per bin store will depend on the number of flats allocated to it. The food waste storage capacity requirements are listed in Table 3;

Table 3: Food Waste Storage Requirements

Number of dwellings using the bin store	5-20	21-50	51+
Number of food waste housing units required per bin store	1 x communal food waste unit up to 140 litres	2 x communal food waste units up to 140 litres	Contact the Council to agree your required capacity

An email can be sent to [recycling@hillingdon.gov.uk](mailto:recycling@hillingdon.gov.uk) for the following details:

- the Council's preferred food waste unit provider
- how to obtain 5L kitchen caddies, caddy liners and literature for residents
- artwork for signage to be displayed in waste storage areas

Where possible, communal food waste units must be located within the waste storage area, next to black sack waste and recyclable waste containers. Clear signage should be installed to signpost residents to the food waste unit.

Excerpt from London Borough of Hillingdon's draft Waste Management guidance detailing calculation method for food waste storage capacity

## Refuse Calculations

### Co-Living

No. of 1280L Eurobins (total requirement in litres)					
	Recycling	Residual	Food (140L bins)	Total volume	Total Eurobins
Co-Living Refuse Store A	8 (10240L)	8 (10240L)	2 (280L)	20760L	16 @1280L, 2@140L
Co-Living Refuse Store B	7 (8960L)	7 (8960L)	3 (420L)	18340L	14 @1280L, 3@140L
<b>Co-Living Total</b>	<b>15 (19200L)</b>	<b>15 (19200L)</b>	<b>5 (700L)</b>	<b>39100L</b>	<b>30 @1280L, 5@140L</b>

Calculations for waste storage capacity for co-living proposals



# Refuse Strategy

## Arrangement

As detailed in the Delivery & Servicing Plan that accompanies this application, the proposals are to establish 2 loading locations to service the development.

The adjacent diagram highlights the connections and distances between a loading bay on Belmont Road as well as one on Bakers Road. Further details are available in the accompanying transport strategies, and especially the Delivery & Servicing Plan

### Management

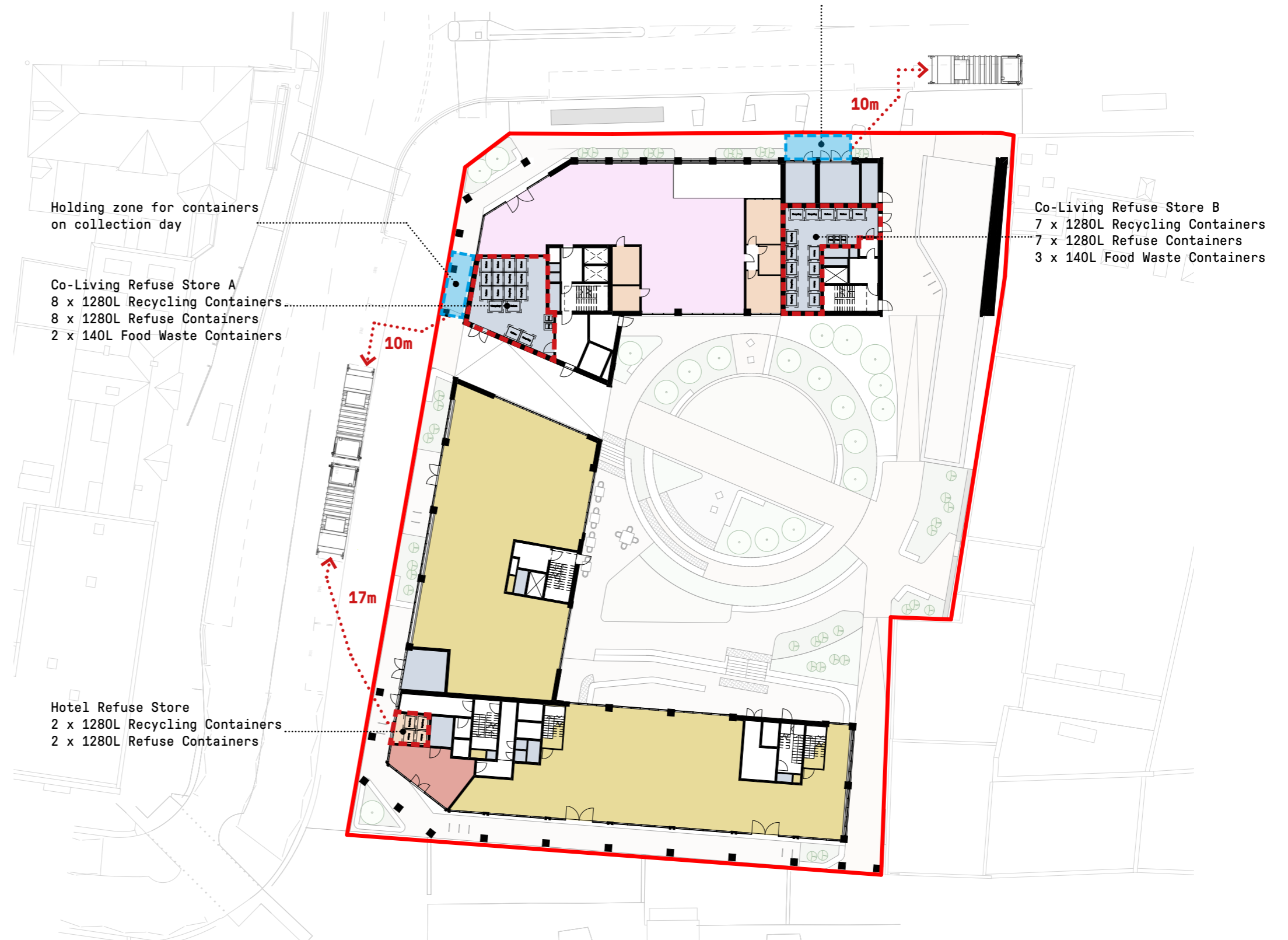
Both co-living stores will require a level of management by the building staff. Refuse Store A has provided a zone for rotation of the eurobins as they become full to assist in minimising the number of collections per week. Whilst refuse Store B may benefit from some rotation of the eurobins, they are all accessible without movement.

As the co-living building has a management staff, it is anticipated that they will manage, monitor and record the use of the recycling, waste and food waste containers. As part of the applicant's wider aspirations, the building management will encourage residents to recycle both dry goods, with separate collection for at least card, paper, mixed plastics, metals and glass; food waste and other waste, responding to the operational performance monitoring that is undertaken.

The management staff will monitor the waste management performance. This will include routine visual checks of the bin storage areas to ensure that all bins collected are returned to the bin storage area and to ensure this area is maintained so as not to cause any environmental nuisance to occupiers. These checks will also assess if the bins are in good condition or need to be replaced where damage is identified. Annual waste reports from the appointed waste collection company will be reviewed to ensure that the waste collected is in line with the recycling targets. Where poor recycling rates are noted information leaflets will be recirculated to all occupiers which will include information on what materials can be recycled and the waste streams that can be placed in bins.

Occupiers, alongside the management staff, will explore measures to increase waste consolidation, smart logistics and community-led waste minimisation schemes. The management staff will facilitate greater coordination across occupiers to support these principles.

***A full pack of Transport Strategies accompanies this application. Please refer to this for further detail on the proposed transportation strategy for both buildings.***



# Maintenance Strategy

## Roof access

Safe access to the walls and roofs of the building is essential to ensure that it can be cleaned, maintained and upgraded.

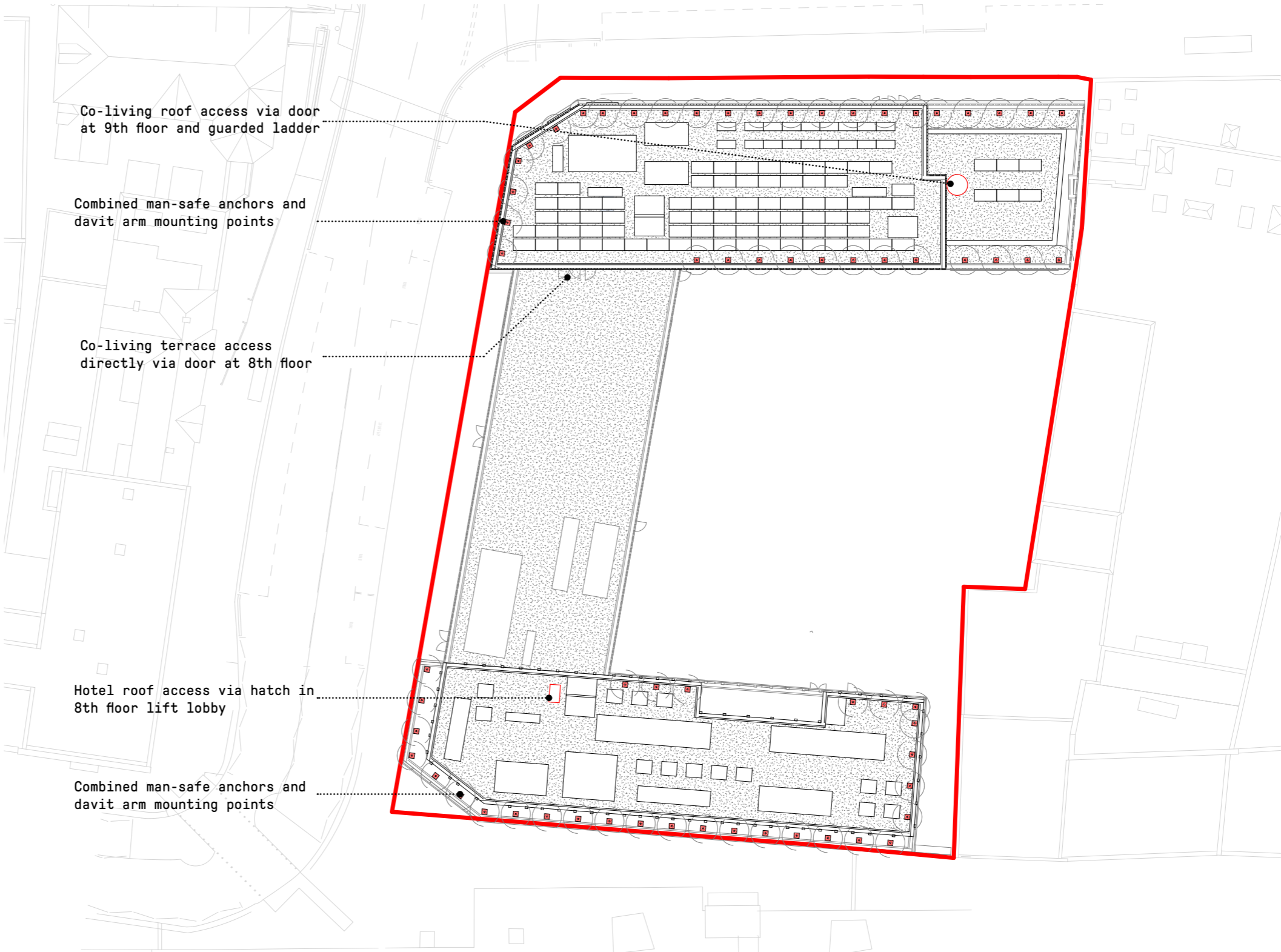
Whilst a detailed facade access and maintenance strategy has not yet been developed, we have indicated a series of principals for access.

Access to the Bakers Road roofs will be via a locked maintenance door on 9th floor and a guarded 'cat' ladder onto the main roof.

Access to the hotel High St roofs will be via windows at the 7th floor and a roof access hatch and ladder in the lift lobby of the 8th floor.

The Belmont Road roof is accessible via the roof terrace which is connected to the central stair and lift core.

The Bakers Road and High Street block utilise a system of combined mansafe and davit posts to allow the use of davit arms for abseiling. The adjacent plan shows the approximate arrangement of these posts to allow for abseiling access to the necessary areas of facade.



Roof plan showing davit post system and roof access points

# Maintenance Strategy

## Facade Access

Due to the different heights and set-backs of the different blocks, we have considered each facade and how it may be accessed.

It is expected that there are three main types of access required;  
 Cleaning e.g. of windows  
 Maintenance & Repair e.g. sealants, stains  
 Replacement e.g. failed/broken windows  
 On the adjacent diagrams we have highlighted how each part of the facade will be accessed for these three activity types.

### Key

- Cleaning via**  
water-fed pole at ground

**Repair via**  
MEWP from ground level  
Scaffold tower from ground level

**Replacement via**  
MEWP from ground level  
Full Scaffolding from ground level

- Cleaning via**  
abseiling

**Repair via**  
MEWP from ground level  
Abseiling

**Replacement via**  
MEWP from ground level  
Full Scaffolding from ground level

- Cleaning via**  
water-fed pole at upper level  
abseiling

**Repair via**  
Scaffold tower from upper level  
Abseiling

**Replacement via**  
Scaffolding from upper level

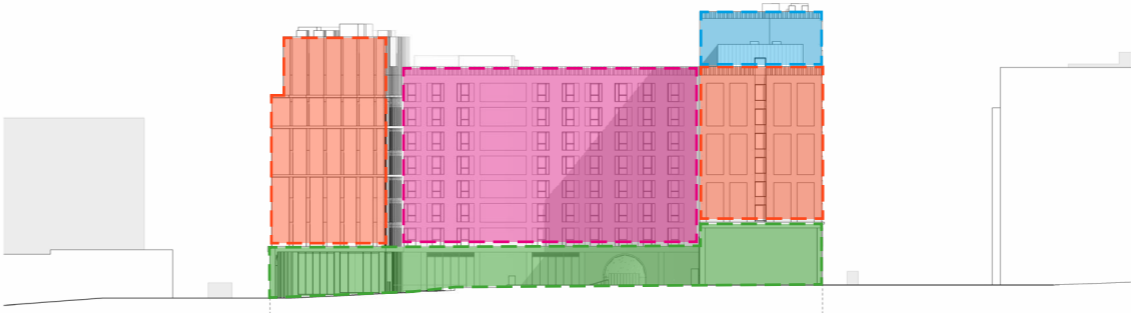
- Cleaning via**  
water-fed pole at ground

**Repair via**  
MEWP from ground level  
Scaffold tower from ground level

**Replacement via**  
MEWP from ground level  
Full Scaffolding from ground level



High Street Elevation



Cock's Yard Elevation



Belmont Road Elevation



Bakers Road Elevation



# 10

## Appendices



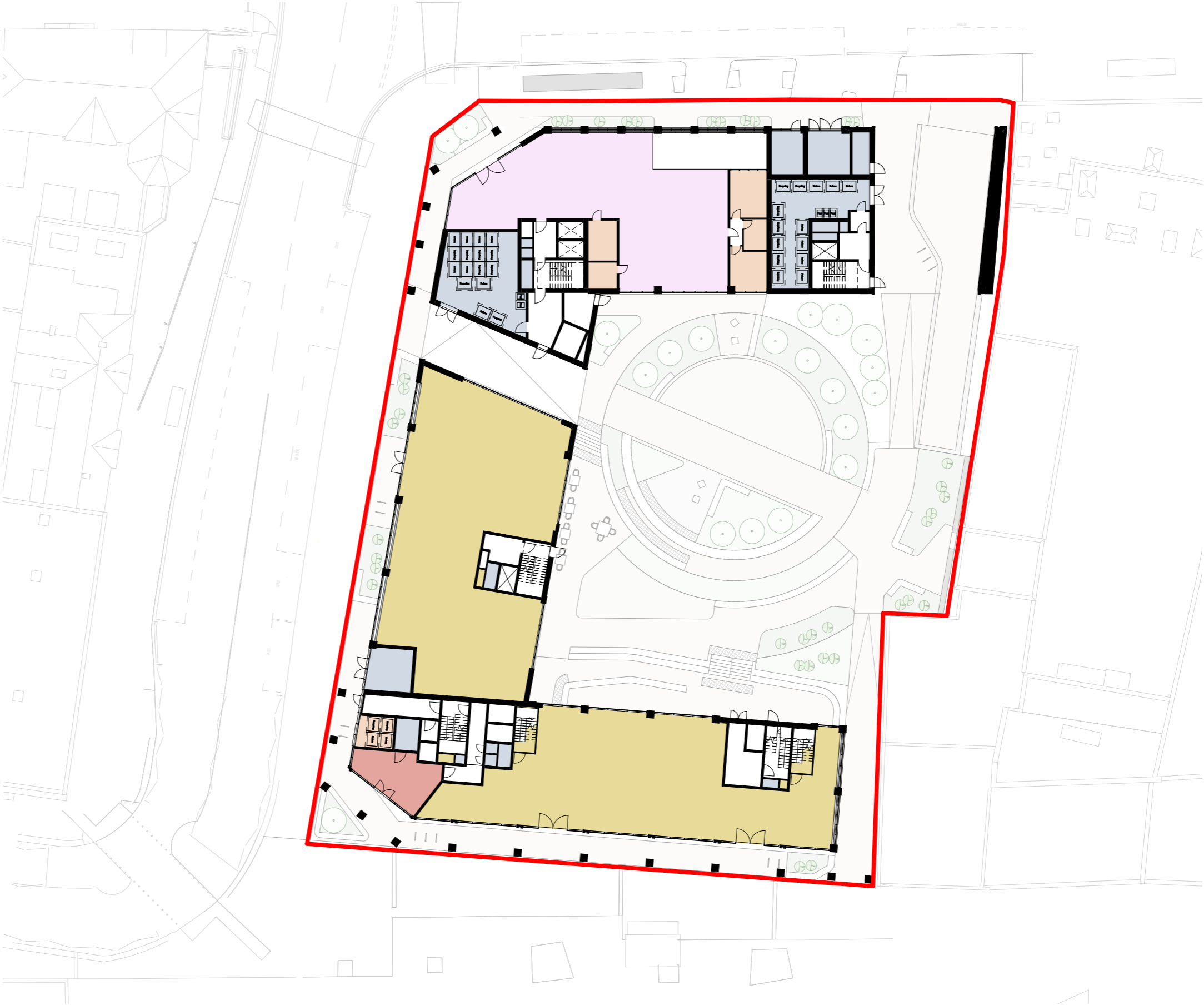
# Appendix A

Selected Drawings



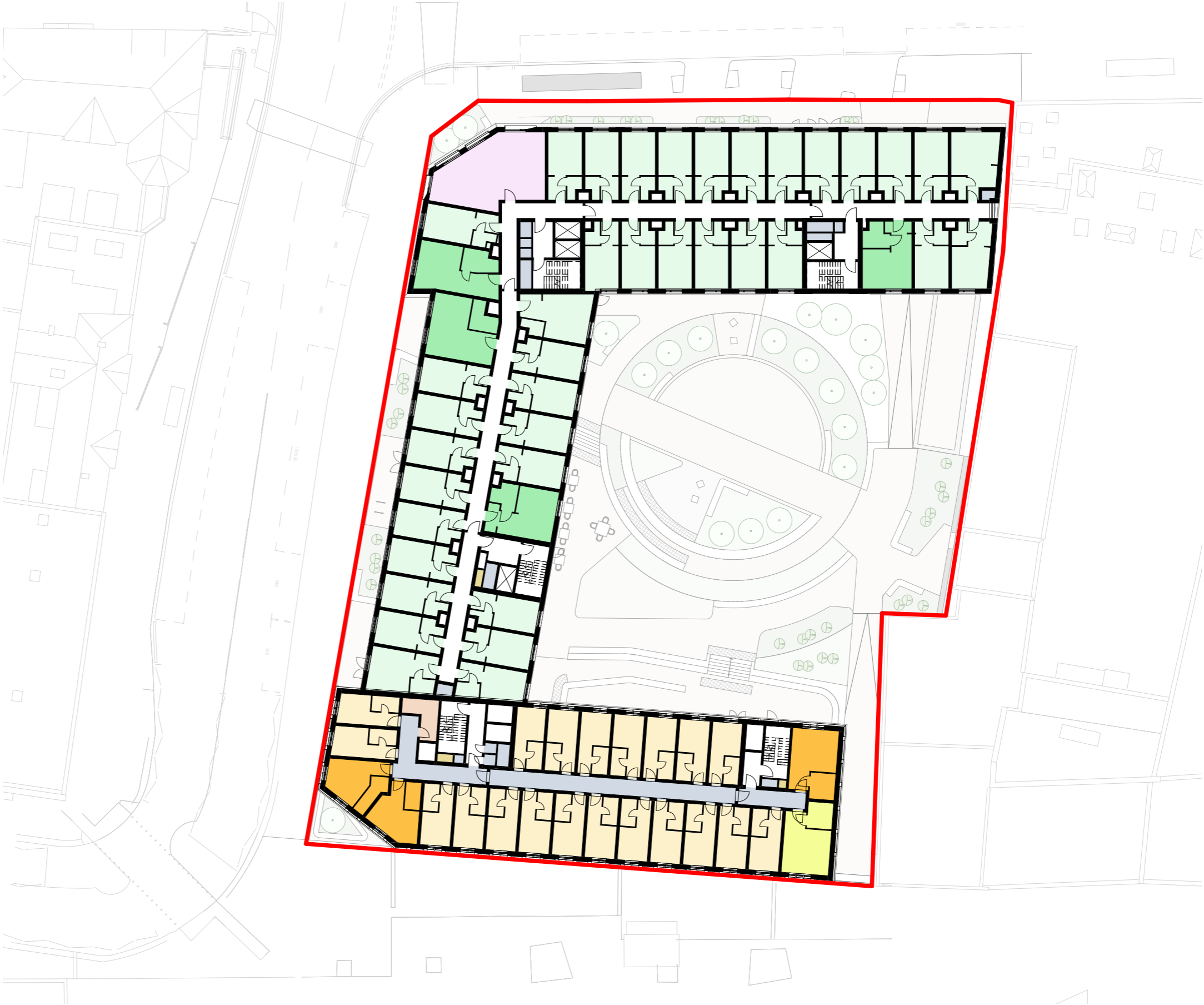
# Proposed Plans

Ground Floor Plan



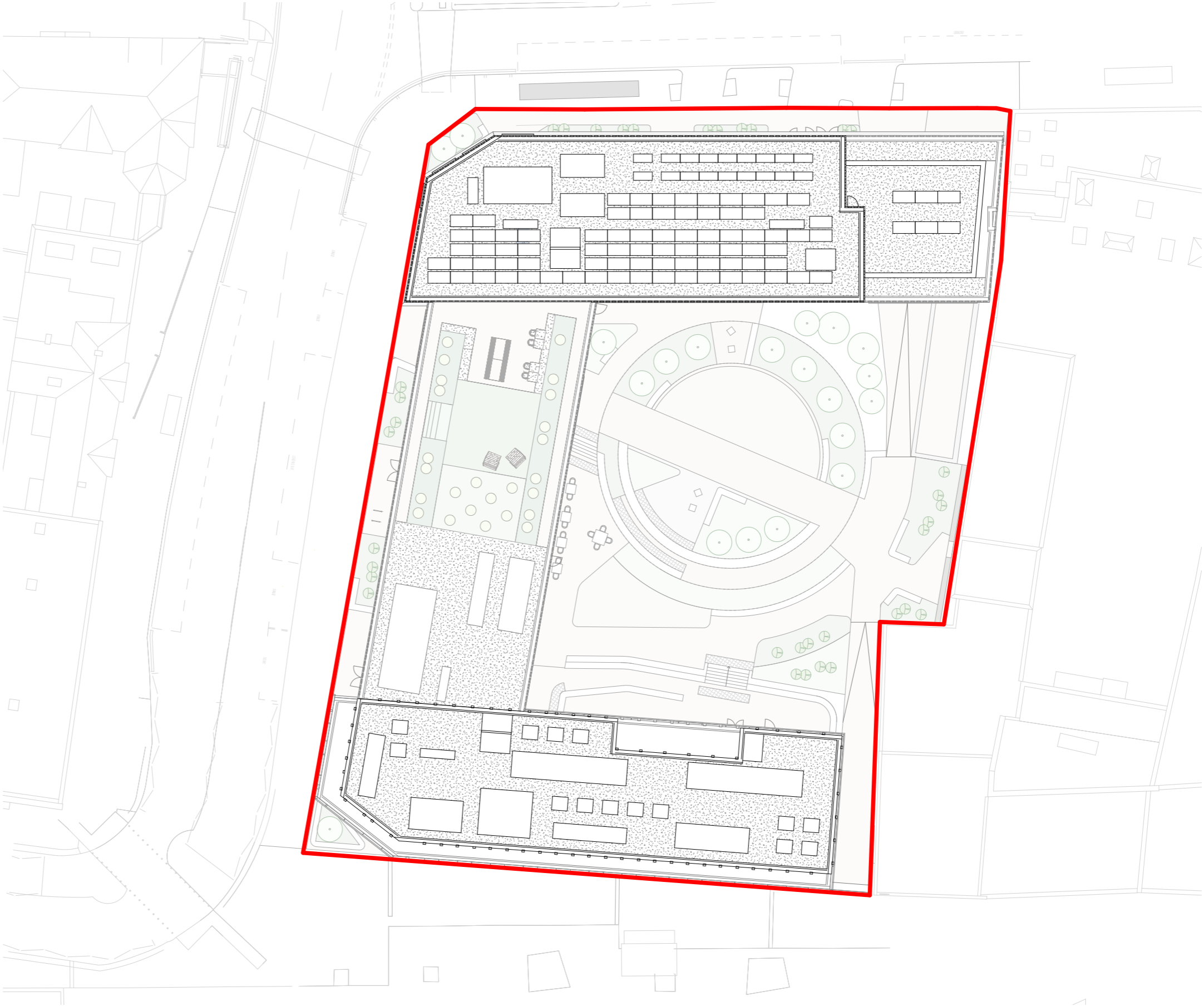
# Proposed Plans

Typical Floor Plan



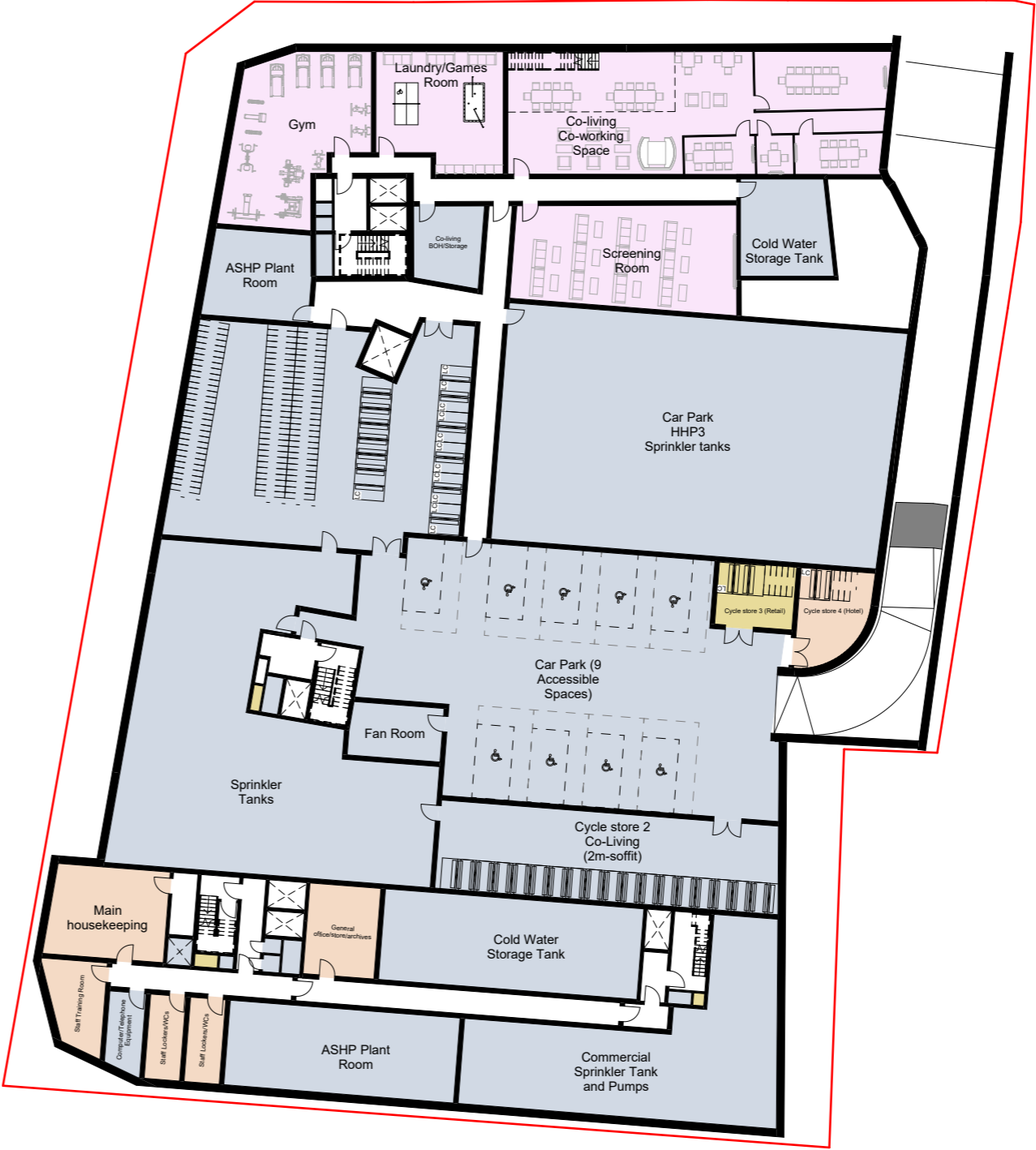
# Proposed Plans

Roof Plan



# Proposed Plans

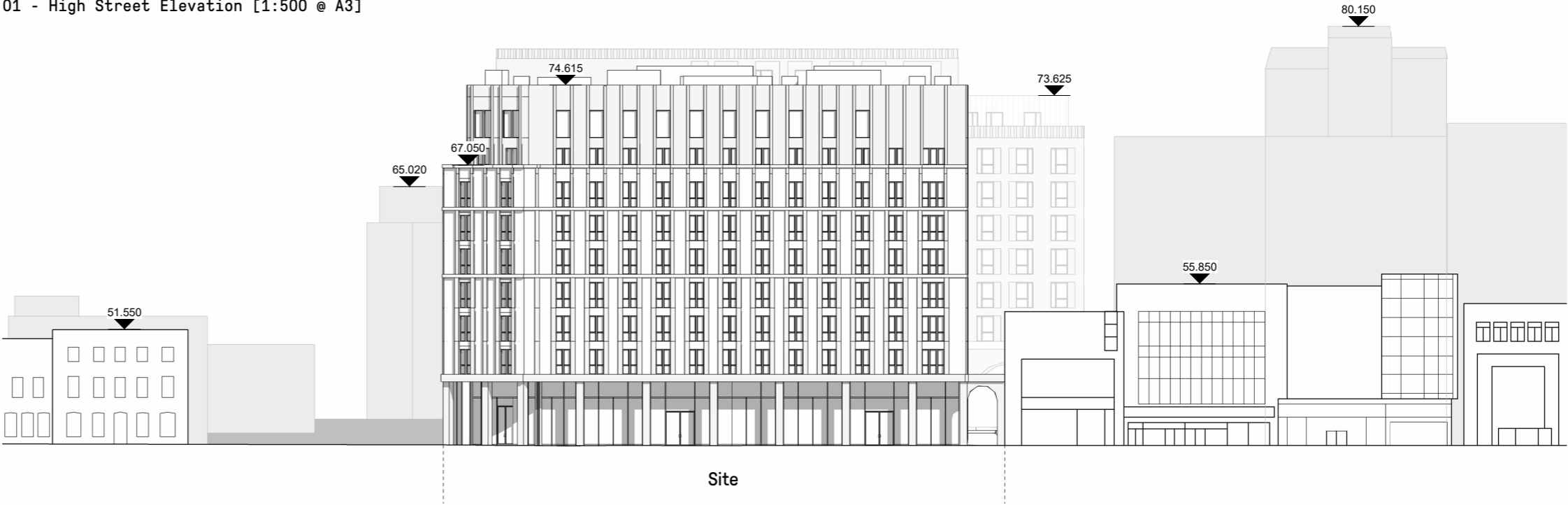
## Basement Plan



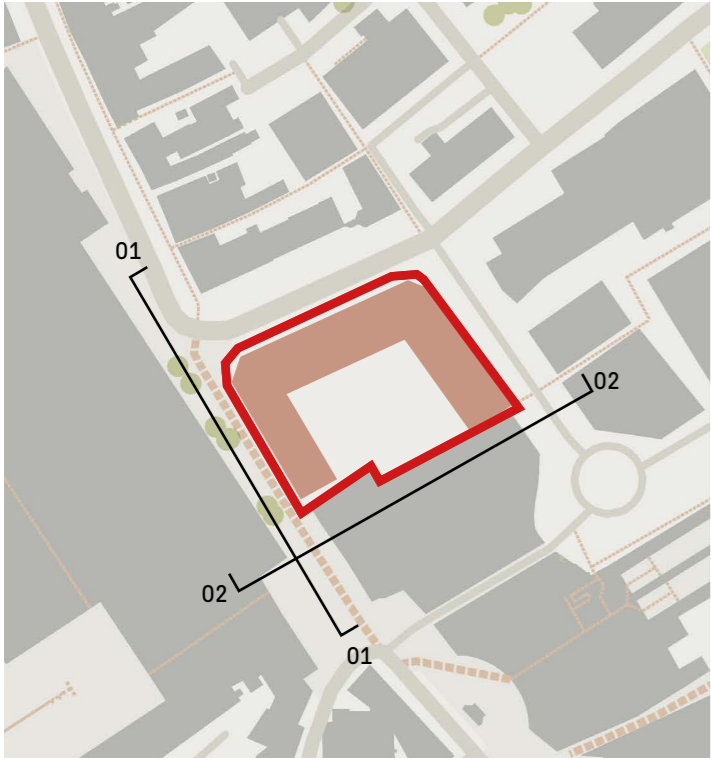
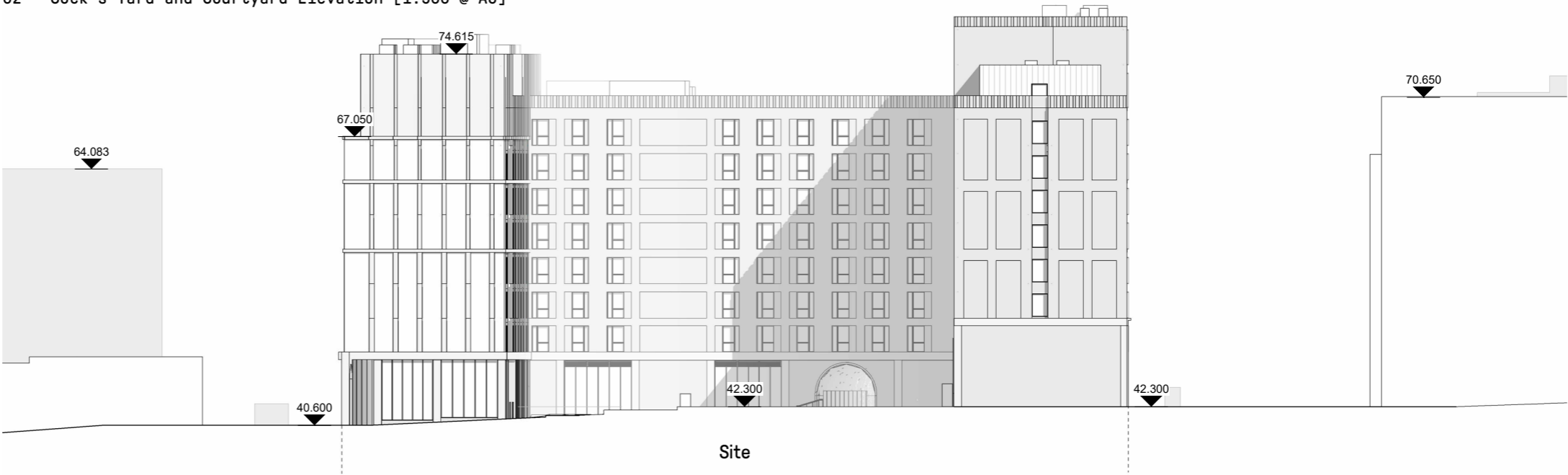
# Proposed Site Elevations

## High Street Elevation, Cock's Yard Elevation

01 - High Street Elevation [1:500 @ A3]



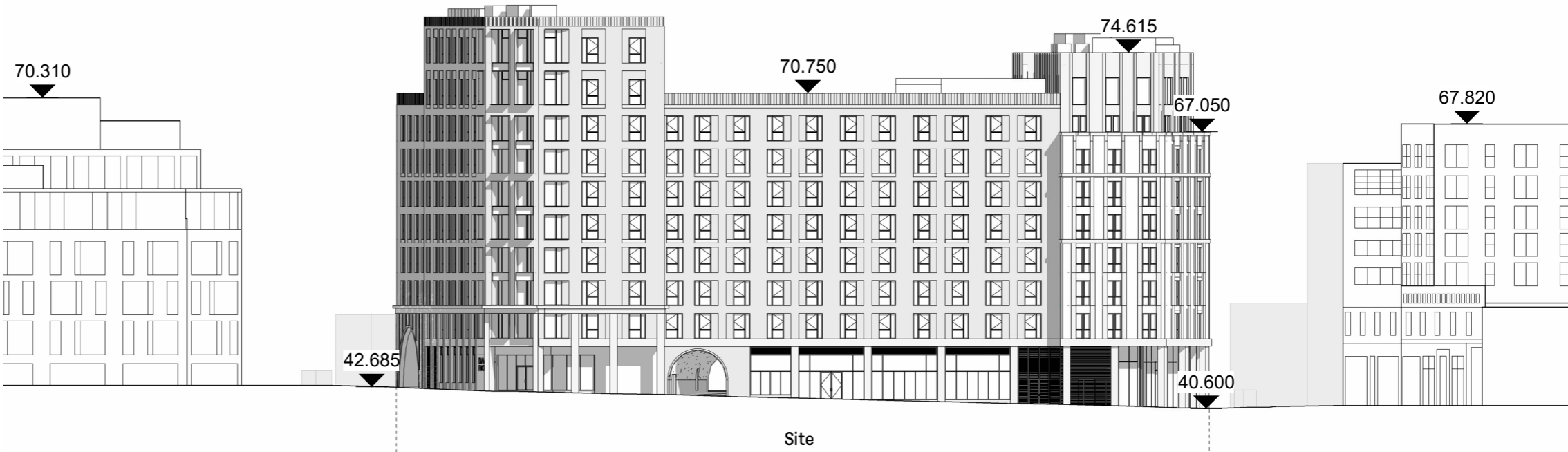
02 - Cock's Yard and Courtyard Elevation [1:500 @ A3]



# Proposed Site Elevations

## Belmont Road and Bakers Road Elevations

03 - Belmont Road Elevation [1:500 @ A3]



04 - Bakers Road Elevation [1:500 @ A3]

