



# HILLINGDØN GARDENS

Design and Access Statement - October 2019







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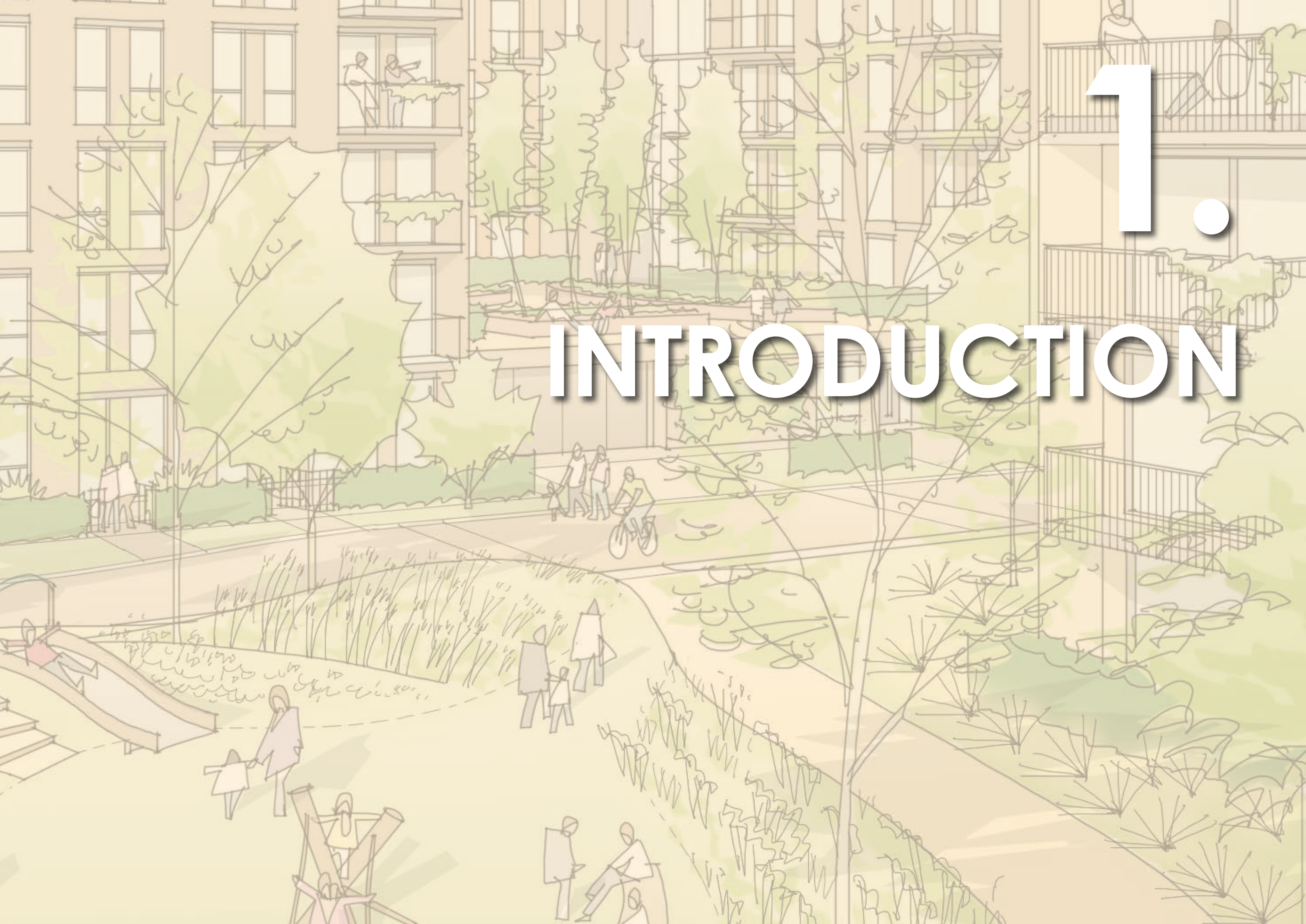












1.

# INTRODUCTION



## Who are Inland Homes?

Inland Homes is an established brownfield regeneration specialist based in Beaconsfield, Buckinghamshire. We are devoted to providing high quality residential and mixed-use developments.

We understand the value of placemaking and as such invest heavily in high quality landscaping and public realm, which we believe helps create vibrant communities. This can be evidenced through our now completed Drayton Garden Village development, a thriving new sustainable garden suburb located in West Drayton.

With our developments in West Drayton and Uxbridge town centre, we are committed to delivering high-quality sustainable homes to the local communities of Hillingdon.

Our in-house construction capabilities ensure that we fully understand building regulations and are able to utilise modern construction techniques to successfully deliver our proposals.





**OUR VISION** is to create a new residential **neighbourhood** that transforms a brownfield site into an extension of a wider, **bio-diverse green network**.

The new neighbourhood will have a **distinct character and identity**. It will be an **attractive place** which will act as an **extension** to the already established Hillingdon Circus **local centre** and the wider **communities of Hillingdon and Ickenham**.

The site benefits from **good transport links to London** and is also surrounded by an abundance of **established nature reserves** which offers future residents an opportunity to have a balanced life. The quality of Hillingdon Gardens will help transform perceptions of the area from a traffic junction to a **diverse garden quarter**.

This Design and Access Statement (DAS) has been prepared on behalf of Inland Homes in support of a Detailed Planning Application for the redevelopment of the Master Brewer site in North Hillingdon, London.



## INTRODUCTION

# NATURE RECOVERY NETWORK

Inland Homes and their team have been working closely with London Wildlife Trust to create a proposal which not only protects the existing natural eco systems, but enhances them. The solution came in the form of a 'Nature Recovery Network'.

The site is uniquely situated to act as a vital connection point that can link other London Wildlife Trust sites in the surrounding area. Allowing these eco systems to connect and communicate will help create a habitat that is rich and biodiverse.

Combined with improvements to air quality, reduced vehicle movement and embedding nature in to the design, it will help to promote a healthy lifestyle.







CELANDINE ROUTE

HILLINGDON TRAIL

CELANDINE ROUTE

HILLINGDON TRAIL









# INTRODUCTION

## SCOPE OF APPLICATION

This application seeks planning permission for the following proposed development ('the development'):

“Construction of a residential-led, mixed-use development comprising buildings of between 2 and 11 storeys containing 514 units (Use Class C3); flexible commercial units (Use Class B1/A1/A3/D1); associated car (164 spaces) and cycle parking spaces; refuse and bicycle stores; hard and soft landscaping including a new central space, greenspaces, new pedestrian links; biodiversity enhancement; associated highways infrastructure; plant; and other associated ancillary development”.

This Design and Access Statement should be read and considered in conjunction with the plans and drawings submitted as part of the detailed planning application. The submission format meets the requirements agreed with the Council during pre-application discussions and comprises the following suite of documents:

- Covering Letter
- Planning Application and CIL forms
- Design and Access Statement
- Detailed Application Drawings
- Planning Statement
- Transport Assessment
- Travel Plan
- Statement of Community Involvement
- Air Quality Assessment
- Acoustic Assessment
- FRA and Surface Water Drainage Strategy
- Land Contamination Assessment
- Tree Survey and Arboricultural Implications
- Energy and Sustainability Statement
- Daylight/Sunlight Assessment
- Landscaping Masterplan and Drawings
- Ecology Phase 1 Habitat Report
- Townscape Visual Impact Assessment
- Bird Strike Mitigation
- M+E Concept Design
- Ventilation Statement
- Archaeology Statement
- Topographical Survey





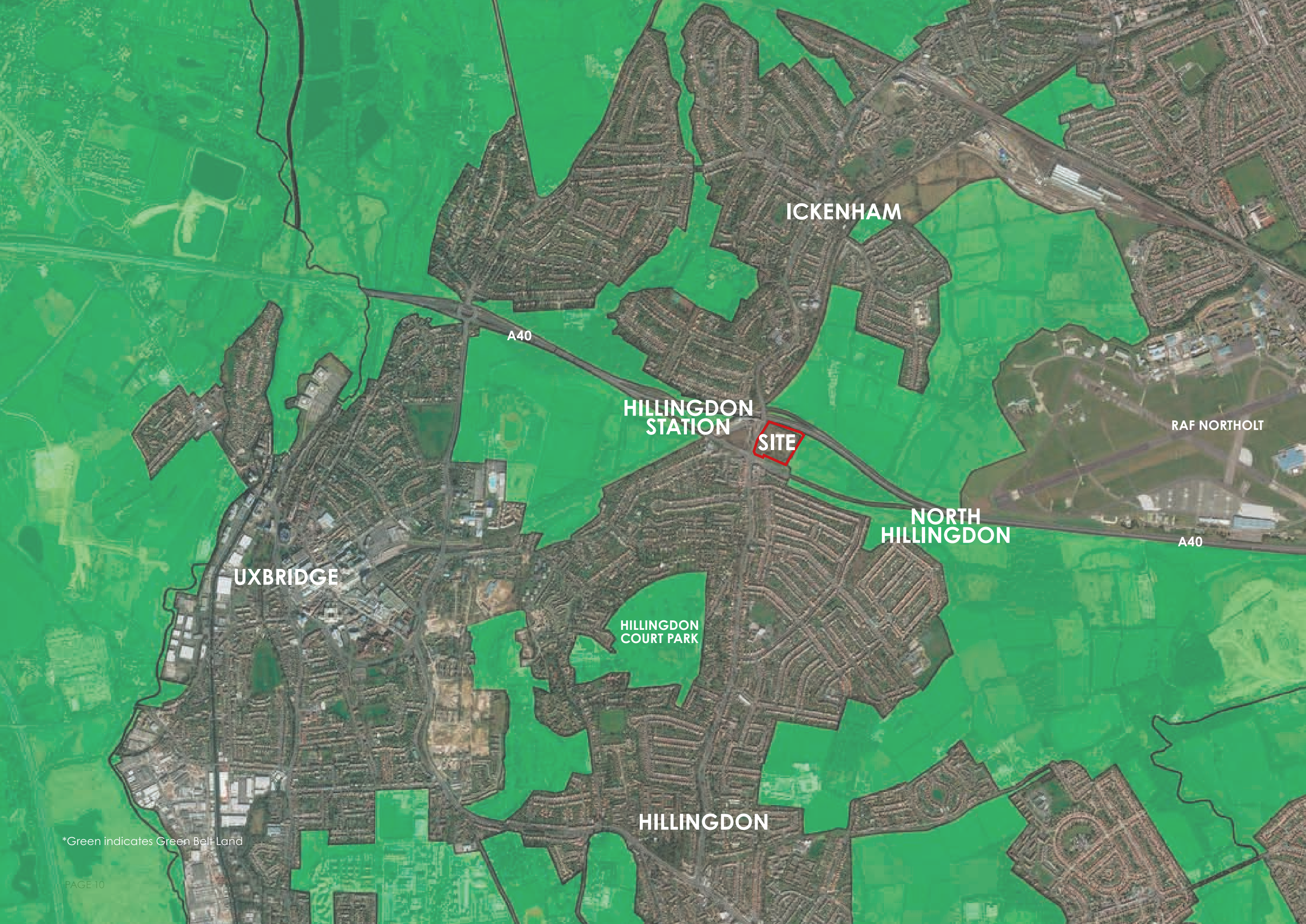


An architectural sketch of a residential development. The background shows a row of terraced houses with gabled roofs and multiple windows. In the foreground, there is a central courtyard area with green lawns, paths, and several small figures of people walking or sitting. A prominent white number '2.' is overlaid in the top right corner.

# 2.

## UNDERSTANDING HILLINGDON





ICKENHAM

A40

HILLINGDON  
STATION

SITE

RAF NORTHOLT

NORTH  
HILLINGDON

A40

UXBRIDGE

HILLINGDON  
COURT PARK

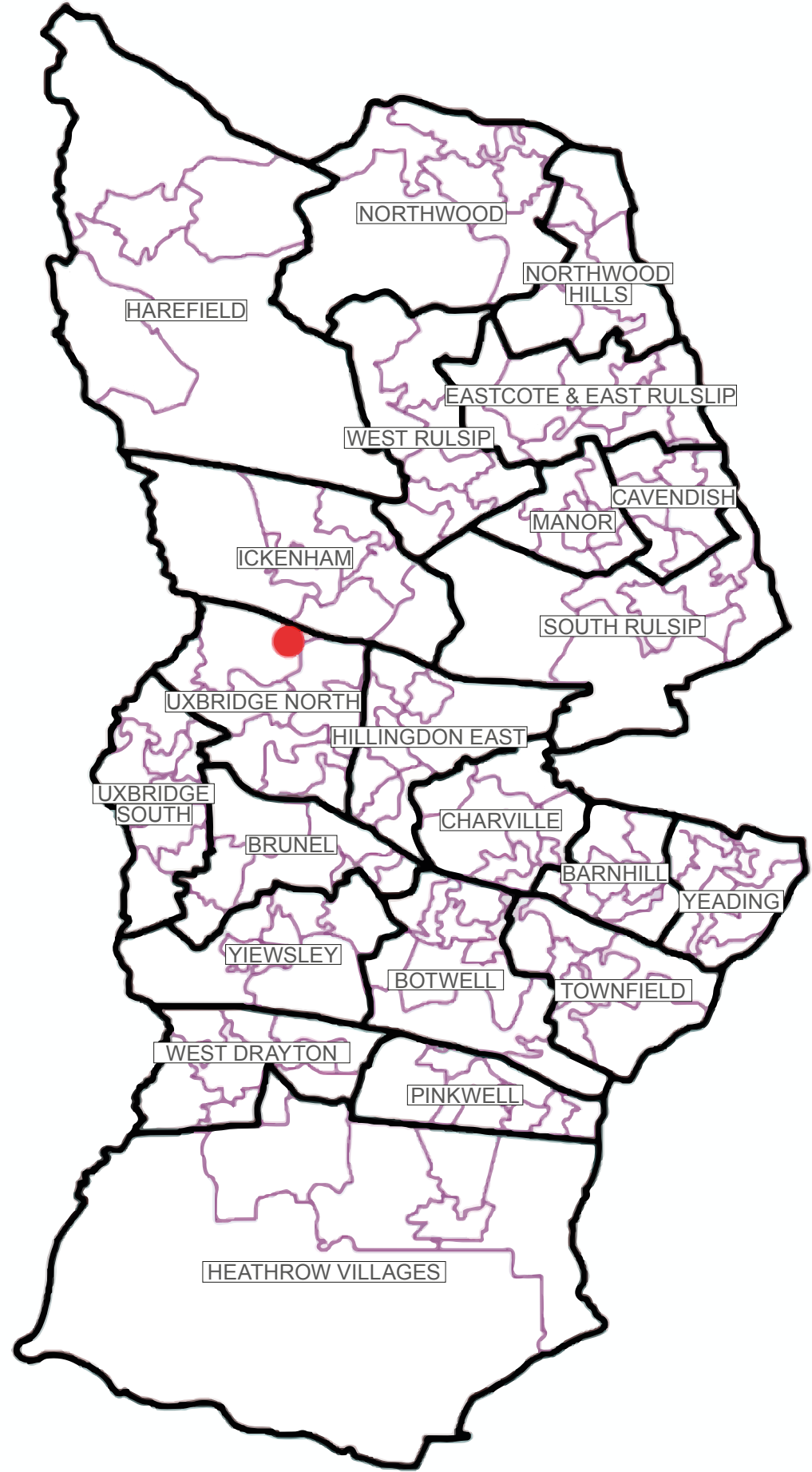
HILLINGDON

\*Green indicates Green Belt Land





# UNDERSTANDING NORTH HILLINGDON STRATEGIC CONTEXT



The site is located to the west of central London within the London Borough of Hillingdon. Ickenham is located roughly 1.6km to the north and Uxbridge town centre is located 2.3km to the south-west. The site is bounded by the A40 to the north, Freezeland Way to the south and Long Lane/A437 to the west. On the eastern edge of the site is designated Green Belt Land (highlighted in green on the map) and extends along for the majority of the North Hillingdon, Ickenham and Uxbridge settlement boundaries.





# UNDERSTANDING NORTH HILLINGDON

## WIDER GREEN CONTEXT & WALKING ROUTES

The site sits between two significant walking routes in the Borough of Hillingdon and has the potential to act as a connection between the two. The Celandine Route is a 12-mile walk that links West Drayton and Pinner. Walking the full distance of the route takes roughly six hours. The Hillingdon Trail is a 20-mile path linking Hillingdon's many green spaces that sit between Cranford in the south-east and Harefield in the north-west. The trail links to a London-wide network of walks coordinated by the London Walking Forum.





# UNDERSTANDING NORTH HILLINGDON WIDER GREEN CONTEXT & WALKING ROUTES














The Hillingdon Trail acts as a means of bypassing the busy A40 adjacent to the site, connecting North Hillingdon and Ickenham. This stretch of the Trail (photos 1-5) leads walkers along the banks of Yeading Brook, through meadows and more heavily wooded areas.

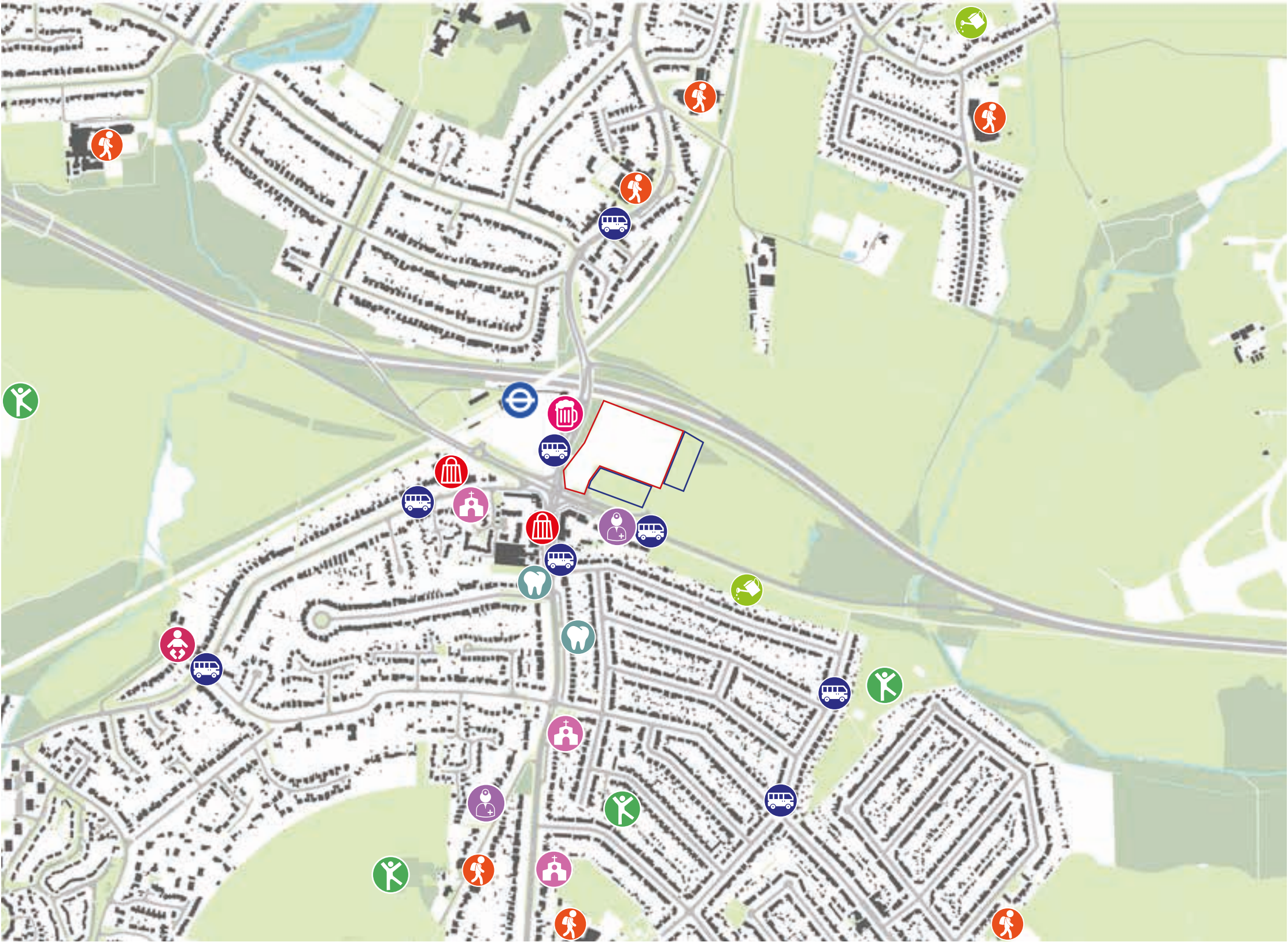




# UNDERSTANDING NORTH HILLINGDON

## LOCAL CONTEXT

-  Train Station
-  Bus Stops
-  GP
-  Dentist
-  Recreation
-  Public House
-  Church
-  Shops
-  Nursery
-  School
-  Allotments





# UNDERSTANDING NORTH HILLINGDON LOCAL CONTEXT



Hillingdon Circus is an already established local town centre and community. It has a range of mixed-use commercial spaces which include shops, beauty salons, takeaway food, restaurants etc.

One of the key features of this site is its proximity to Hillingdon tube station. The station is less than a minutes walk from the site and you can catch a train to central London in approximately 35 minutes.

The site is well connected with bus stops on the adjacent Long Lane and Freezeland Way, a nearby GP, and schools within walking distance. Other local community facilities include churches, sports and recreation centres, public parks, allotments and dentists.

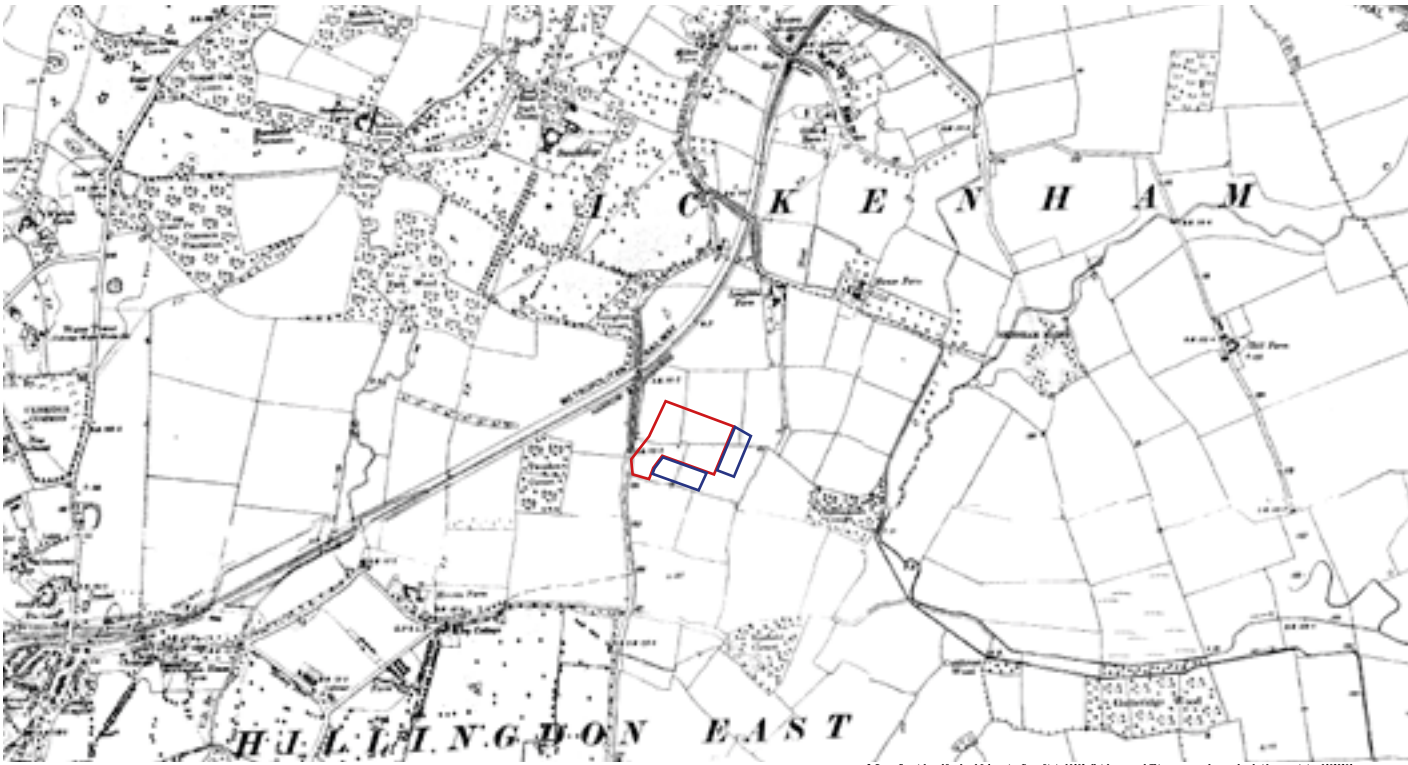
A number of sustainable transport measures are proposed to provide alternatives to private car use. These include:

- Pedestrian improvements at Hillingdon Circus to encourage use of Hillingdon Station and the local bus network
- Improved connections for cyclist and pedestrians towards the Hillingdon Trail.
- Car club bays will be provided
- Financial contributions towards the forthcoming 278 bus route, which will provide a new north-south connection through the borough
- Installation of a cycle superhub on site with maintenance and hire facilities

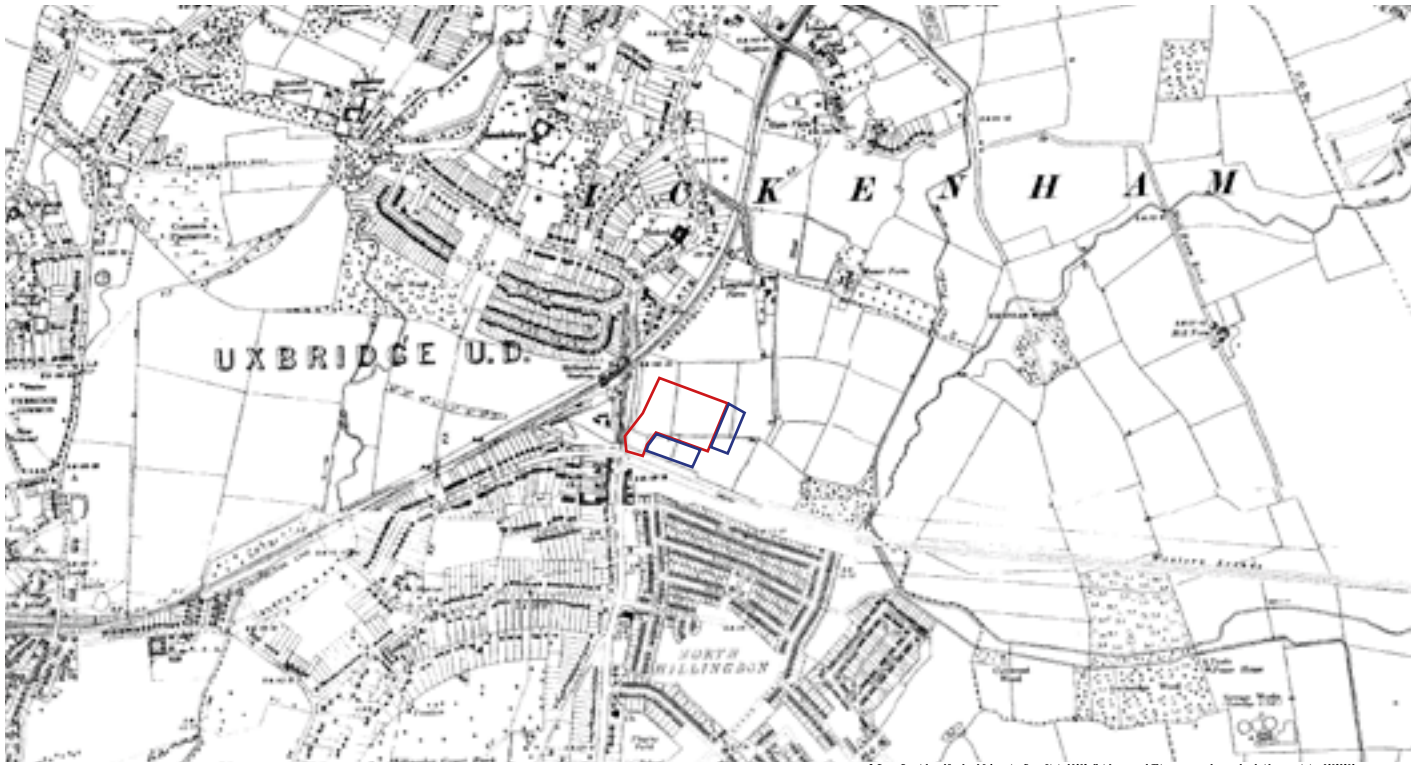




# UNDERSTANDING NORTH HILLINGDON SITE HISTORY



1920



1930



1960



1970



# UNDERSTANDING NORTH HILLINGDON SITE HISTORY

The site measures approximately 2.48ha and was formerly occupied by the Master Brewer Motel, a public house/motel with 106 bedrooms, conference and restaurant facilities along with 200 parking spaces. Following demolition of the motel and associated buildings, the site is currently derelict and awaiting redevelopment. The site has been vacant since 2008.



View along Freezeland Way towards Hillingdon Circus



View down Long Lane to Hillingdon Circus



View across Hillingdon Circus to the south side of Freezeland Way



\*Collection of the London Transport Museum



# UNDERSTANDING NORTH HILLINGDON OPENING & GREEN SPACES/ROUTES



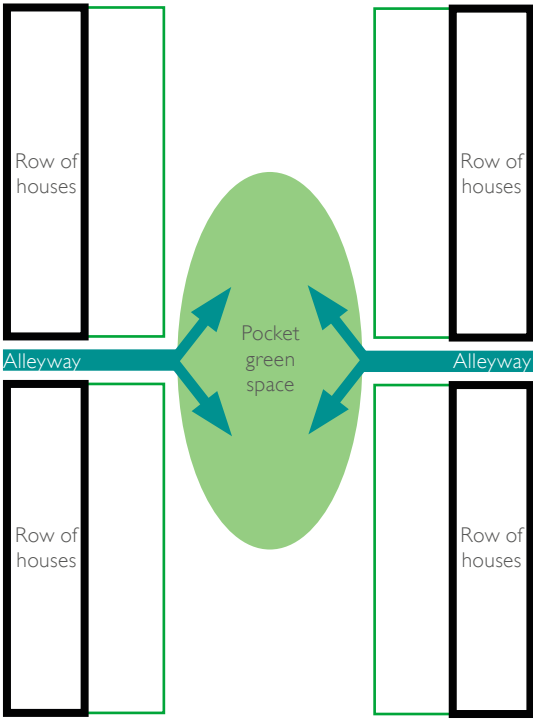


# UNDERSTANDING NORTH HILLINGDON OPENING & GREEN SPACES/ROUTES



Even though there are three busy main roads which border the site, North Hillingdon does not feel road dominated. There is an abundance of open green spaces surrounding the area, from community gardens and allotments, public parks and a nature conservation site

Pocket green spaces are a small but significant feature of North Hillingdon. They occupy otherwise dead spaces adjacent to main roads or between back gardens. These spaces help to break up the regularity of the suburban vernacular street patterns and create a sense of openness.





# UNDERSTANDING NORTH HILLINGDON LISTED BUILDINGS & SCHEDULED MONUMENTS



Ickenham Manor Farm is part of a medieval moated site at Ickenham with extant waterfilled moats.



# UNDERSTANDING NORTH HILLINGDON LISTED BUILDINGS & SCHEDULED MONUMENTS

2



Ickenham Hall

3



Hillingdon Court (c.1900)

4



Swakeleys House

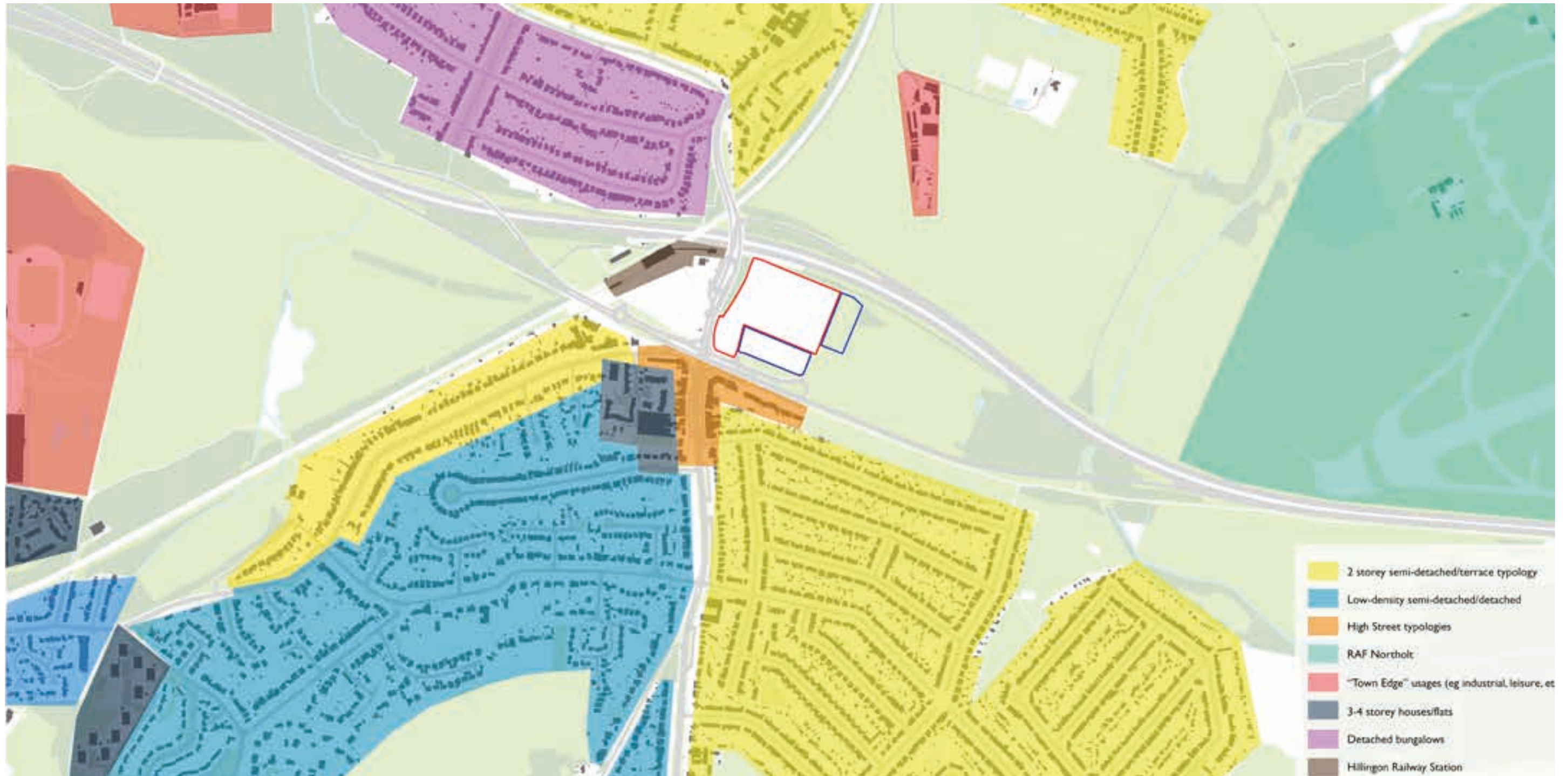
5



Uxbridge Lido



# UNDERSTANDING NORTH HILLINGDON CHARACTER AREAS





# UNDERSTANDING NORTH HILLINGDON CHARACTER AREAS



Long Lane - High Street typology



Hercies Road - Low density detached



Victoria Avenue - 2 storey semi-detached/terrace



Hercies Road - 3 storey flats



Grosvenor Crescent - semi-detached typology



Auriol Drive - 3-4 storey flats



Sussex Road, Ickenham - 2 storey semi-detached

To the south of the site, North Hillingdon consists of two prevailing character areas with Long Lane acting as the boundary. The eastern side of Long Lane is dominated by 1930s 2-storey semi-detached and terrace typologies. To the west of Long Lane, towards Court Palace, the area is more affluent and significantly lower density, with predominantly detached houses. There are also pockets of 3-4 storey flats to the west of Long Lane.

Ickenham sits to the north of the site and is generally lower density than North Hillingdon. It consists of 1930s semi-detached typologies, with bungalows closer to the A40. The east and west of the site are dominated by the A40, and consist predominantly of green belt land.



# UNDERSTANDING NORTH HILLINGDON LAYOUT & FORM

The streets in North Hillingdon generally have continuous built form along them. Street widths follow a simple, traditional hierarchy:

1. Major arterial road (the A40) bisecting the area
2. Recognisable high street with buildings set back from the road and c.40m frontage to frontage distance
3. Typical linear residential streets with front gardens and driveways

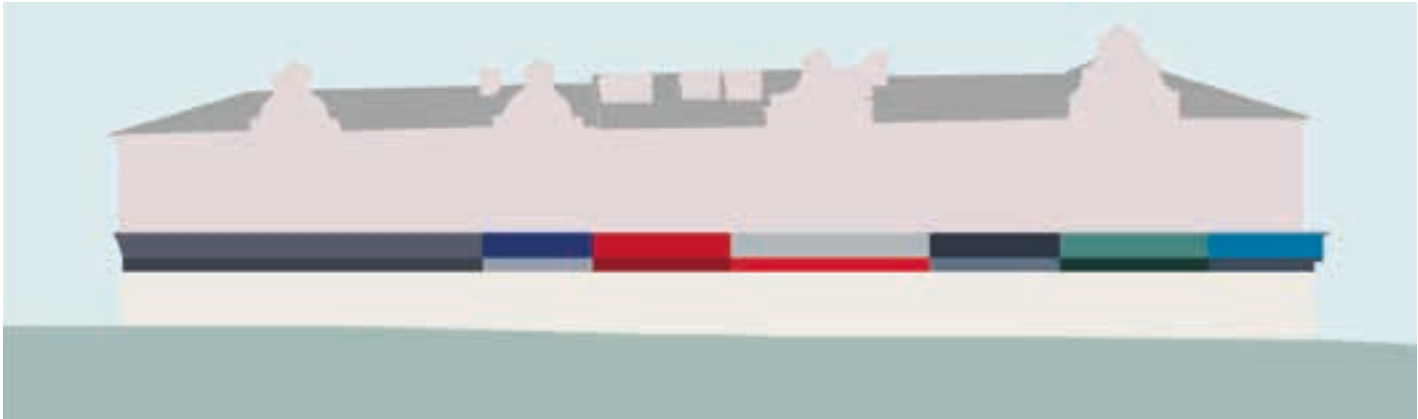




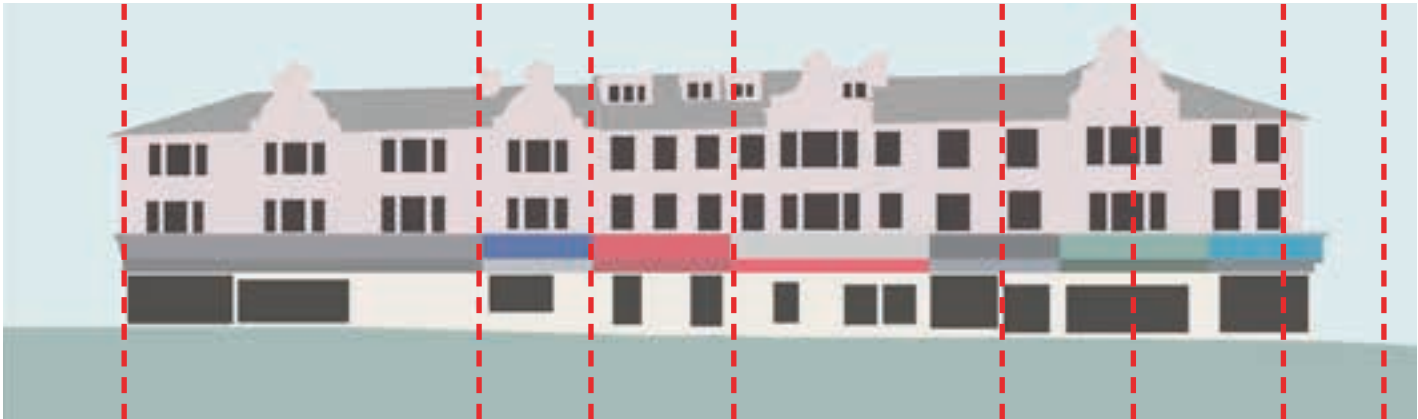
# UNDERSTANDING NORTH HILLINGDON STREET ANALYSIS - LONG LANE WEST



Windows are horizontally and vertically aligned, with several variations in window type. Shopfront windows do not align.



Variation in colour is only expressed at ground floor level in the horizontally aligned shopfront signage.



Ground floor plot width varies greatly due to a wide range of retail usages.



Distinct tops, middles, bases



Mansard roofs with dormer windows



Light + dark red brick variation



Brickwork used to frame windows



# UNDERSTANDING NORTH HILLINGDON

## STREET ANALYSIS - LONG LANE EAST



Windows are horizontally aligned, with little variation in window type. Shopfront windows also align.



Variation in colour is only expressed at ground floor level in the horizontally aligned shopfront signage.



Ground floor plot width has little variation, with retail units occupying either single or double units. The regular gable roofs clearly denote each plot.



Black timber framing



Distinct tops and bases



Repetition of gable facades



# UNDERSTANDING NORTH HILLINGDON STREET ANALYSIS - HILLINGDON CIRCUS



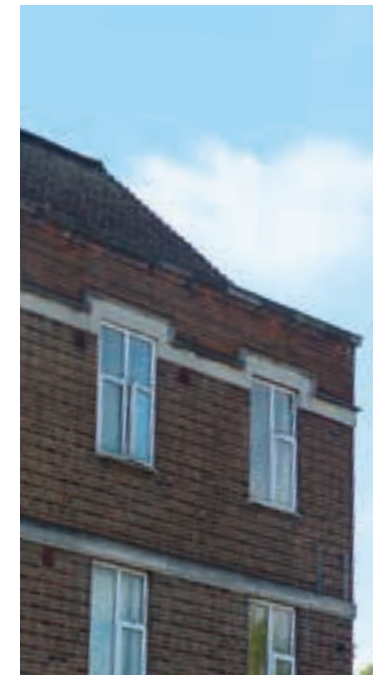
There is little correspondence in openings between each side of the junction, with the only commonality being the clearly defined shopfront windows.



Variation in colour is expressed at ground floor level in the horizontally aligned shopfront signage. The dominant material is red brick, however detailing differs on both corners.



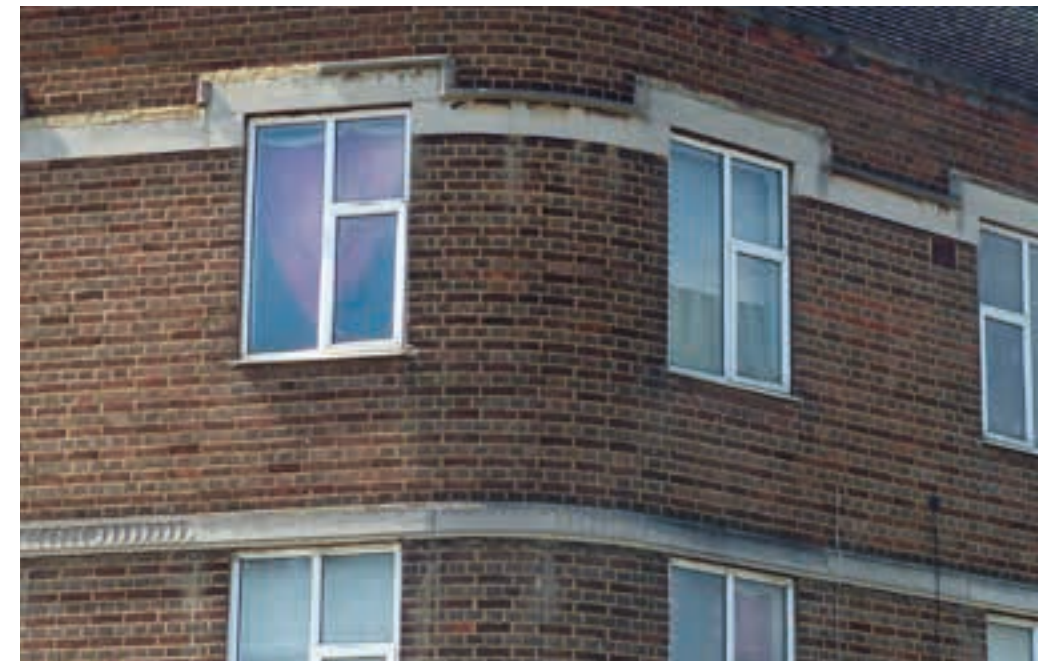
Plot widths vary greatly, as both sides of Long Lane have distinct corner turning typologies.



Parapet + mansard roof



Chamfered corner



Curved corner with English bond brickwork + alternating course colours, and horizontal stone banding



# UNDERSTANDING NORTH HILLINGDON

## STREET ANALYSIS - KEY DETAILS



Brick arch (relief or flush) above threshold



Decorative brickwork around threshold



Arched gateway with signage



Pocket green spaces between backs of residential plots, accessed via alleyways from the street and back gardens



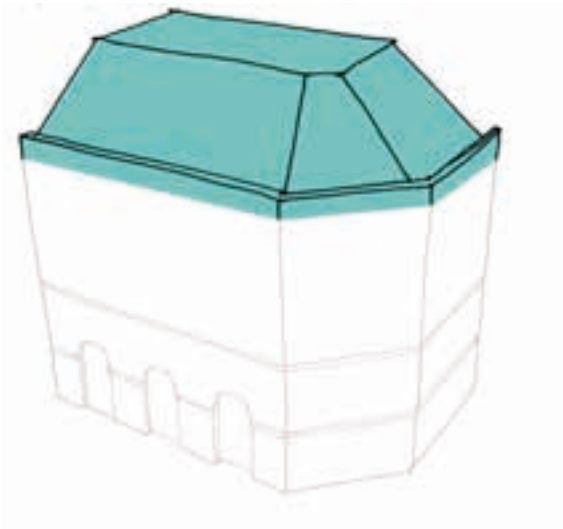
Buff brick is used for key, more unique building typologies. The majority of buildings use red brick, mixed with other materials, such as hanging tiles or painted stucco.



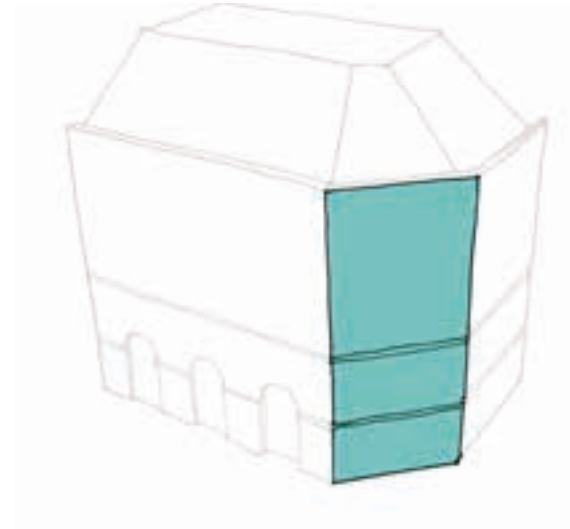
Both rows of houses and high street parades are generally "bookended" by either a corner-turning plot, or a volume distinct from its neighbours.



# UNDERSTANDING NORTH HILLINGDON KEY ARCHITECTURAL PRINCIPLES



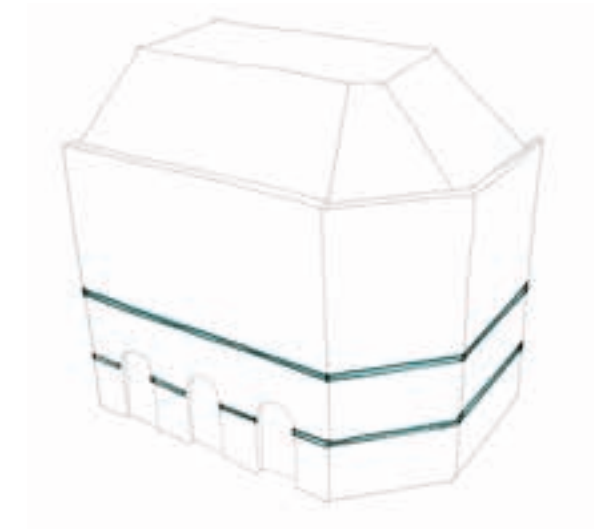
MANSARD ROOFS WITH PARAPETS



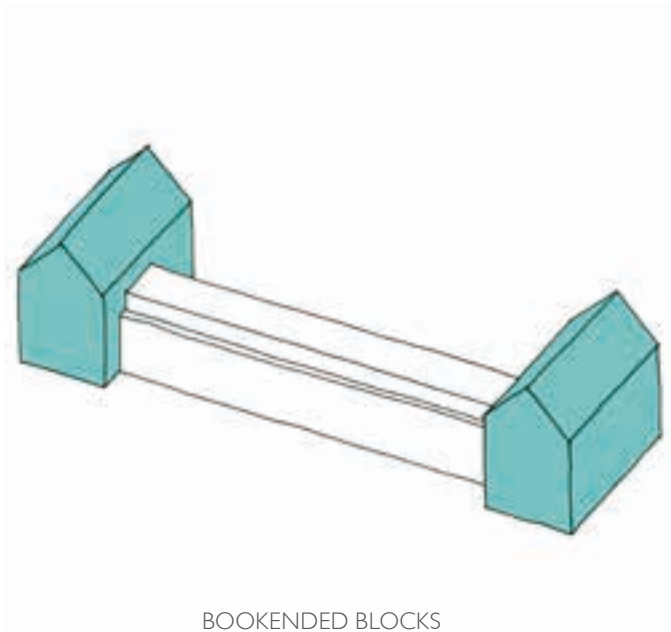
CHAMFERED CORNER



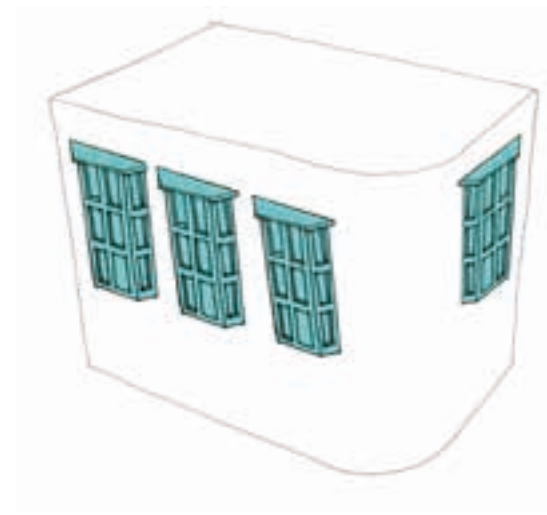
ARCHED THRESHOLDS



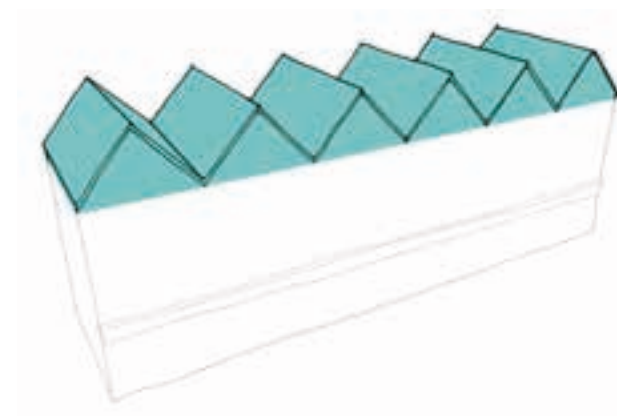
STONE BANDING



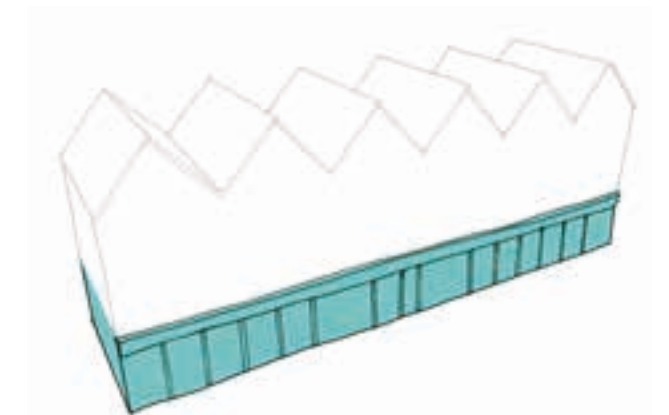
BOOKENDED BLOCKS



BAY WINDOWS



REGULAR RHYTHM OF GABLE FACADES



DEFINED BASES