

Saunders

Architecture + Urban Design

ONE YMCA PEARTREE LANE
WELWYN GARDEN CITY

DESIGN AND ACCESS STATEMENT
October 2019



**Client**

Charter House, Charter Place,
Watford, Hertfordshire,
WD17 2R

Site Address

One YMCA, Peartree Lane,
Welwyn Garden City
AL7 3UL

**Planning Consultant**

GL Hearn

**Architect**

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**Cost Consultant**

CS2 Chartered Surveyors

**Transport Consultant**

Transport Planning Associates

**Arboriculture and Ecology Consultant**

Bradley Murphy Design Ltd

**Energy Consultant**

Stroma Built Environment

**Noise Consultant**

Sharps Gayler

**Drainage Consultant**

Pinnacle Consulting Engineers

**Waste Management Consultant**

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**REV A images updated to reflect latest planning drawings
June 2020**

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1.0 Executive Summary

This Design and Access Statement has been prepared on behalf of One YMCA in support of the hybrid planning application for the redevelopment of their site to provide a new hostel facility and residential development at 90 Peartree Lane, Welwyn Garden City.

The following chapters set out the context analysis, design development narrative and current illustrative and detailed proposals behind the application proposals. These proposals have also informed the production of other supporting documentation as part of the hybrid application package; these include

- Planning Statement
- Consultation Statement
- Arboriculture and Ecology Assessments
- Transport Assessment
- Heritage Assessment
- Energy Statement
- Noise Assessment
- Drainage Strategy
- Contaminated Land Report
- Affordable Housing and Viability Statement
- Waste Management Strategy

The Team

The YMCA's heritage in Hertfordshire dates back to 1886 with an ongoing commitment to helping local people in the county. The YMCA has over 430 rooms and provide 100,000 nights' sleep each year for single homeless people and forms part of the global community of more than 14,000 hostels worldwide. One YMCA was formed in 2014 with the merger of YMCA Central Herts and Watford YMCA and currently operates 3 sites in Watford, Welwyn Garden City and High Wycombe providing essential services for its residents to help them belong, contribute and thrive within their local communities. The development of the Peartree Lane site is essential to the continuity of provision in the local community.

The Design Team:

Saunders Partnership Ltd
GL Hearn
CS2 Chartered Surveyors
Transport Planning Associates
Bradley Murphy Design Ltd
Stroma Built Environment
Sharps Gayler
Pinnacle Consulting Engineers
WSP

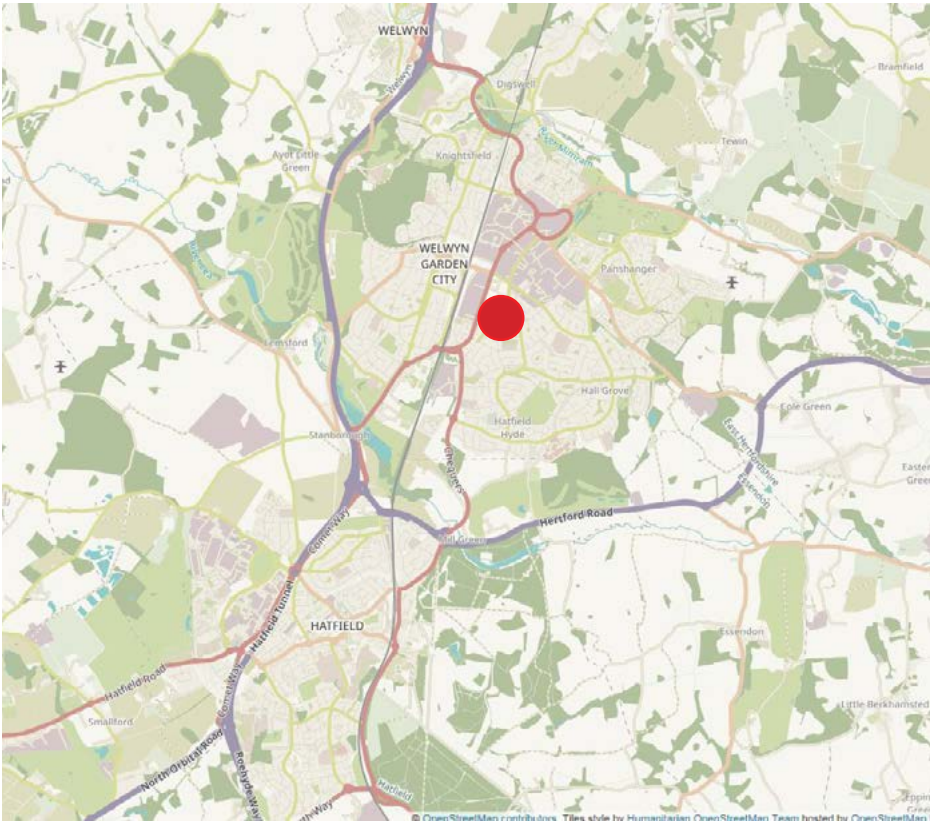


FIG 1 SITE LOCATION WITHIN REGIONAL CONTEXT



FIG 2 SITE LOCATION WITHIN LOCAL CONTEXT

2.0 Introduction

2.1 PROJECT DESCRIPTION

The proposal seeks to provide an improved hostel facility and new residential units to cross fund the hostel. The existing hostel buildings no longer meet the requirements of One YMCA or the expectations of its residents and in recent years the maintenance requirements of the site have become uneconomic and unviable. In these circumstances, the decision to demolish and redevelop the site to provide a modern and contemporary hostel facility was the only way to ensure the long term provision of facilities for the area.

The residential element of the redevelopment is required to fund the replacement of the hostel building and without this the redevelopment proposals cannot be delivered.

The Hybrid planning application seeks permission for:

Demolition of existing hostel; development of a four storey 100 bed YMCA hostel (all details submitted for determination) and a 2, 3 and 4 storey building providing up to 43 residential apartments (all details retained for future determination as Reserved Matters, except means of access), with associated car parking and landscaping.

2.2 SITE DESCRIPTION

The site is located in Welwyn Garden City on Peartree Lane, east of the town centre and well connected to public transport and the town centre. It is a short walk to the train station, with 28 minute rail connections to London.

The site is located on the transition between the residential area of Peartree to the east and the predominantly commercial/industrial area along Broadwater Road and the mainline railway to the west. Many sites in the area are currently being redeveloped for retail and residential uses.

The site is owned and operated by One YMCA and the existing 125 bedroom hostel includes a variety of catered and self-catered rooms. In addition there are communal facilities for residents including dining, lounge, computer suites and community support facilities. The majority of the hostel is accommodated within the collection of 2 storey buildings to the rear of the site along with car parking and servicing areas. The front portion of the site was previously a nursery and currently accommodates the hostel's maintenance facilities and offices for complementary charity organisations.



FIG 3 SITE LOCATION WITH CONTEXT

2.3 SITE PHOTOGRAPHS



FIG 4 SITE PHOTOS KEY



VIEW 1



VIEW 2



VIEW 3



VIEW 4



VIEW 7



VIEW 10



VIEW 13



VIEW 5



VIEW 8



VIEW 11



VIEW 14



VIEW 6



VIEW 9



VIEW 12



VIEW 15

2.4 PANORAMIC PHOTOGRAPHS



IMAGE 1 - PANORAMIC VIEW 1



IMAGE 2 - PANORAMIC VIEW 2





IMAGE 3 - PANORAMIC VIEW 3

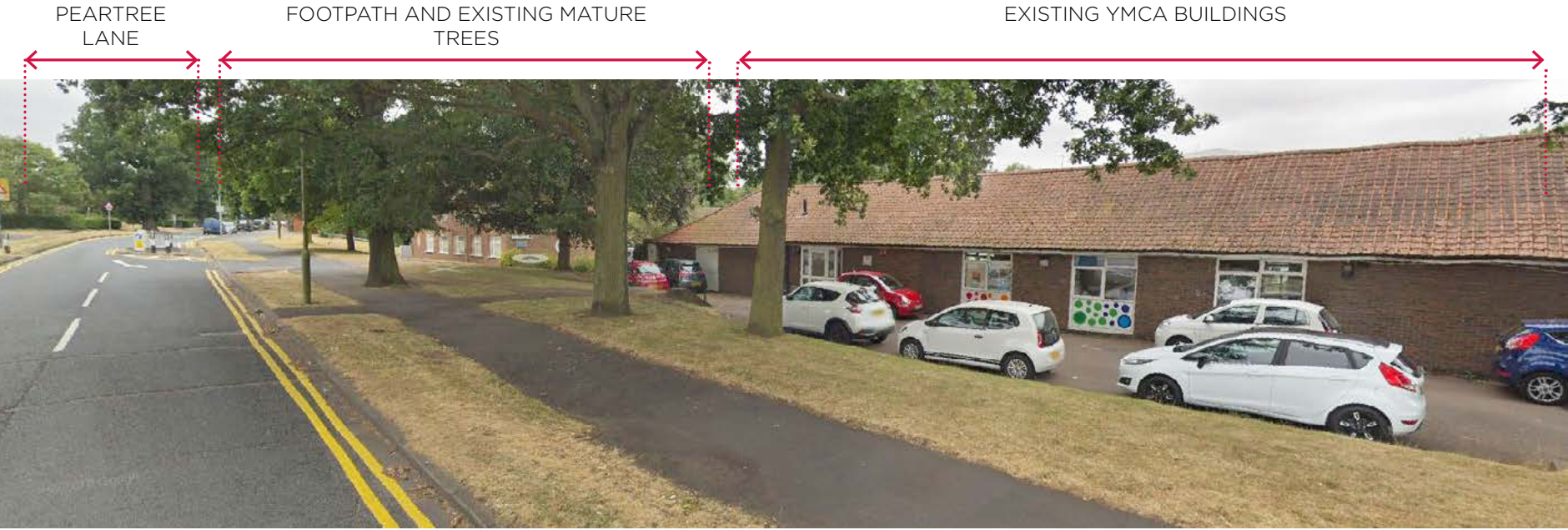


IMAGE 4 - PANORAMIC VIEW 4



2.5 PLANNING POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires any planning application to be determined in accordance with the development plan, unless material consideration indicates otherwise. The development plan consists of the following:

- Welwyn Hatfield District Plan

In addition, the following documents are material considerations when considering the proposed application:

1. National Planning Policy Framework (NPPF) (2019)
 - Paragraph 7
 - Paragraph 39
 - Section 5
 - Paragraph 57
 - Paragraph 117

2. Welwyn Hatfield District Plan (2005)

- Policy SD1 Sustainable Development
- Policy R1 Maximising the Use of Previously Developed Land
- Policy R3 Energy Efficiency
- Policy R5 Waste Management
- Policy R11 Biodiversity and Development
- Policy R18 Air Quality
- Policy R19 Noise and Vibration Pollution
- Policy M1 Integrating Transport and Land Use
- Policy M Pedestrian Facilities
- Policy M6 Cycle Routes and Facilities
- Policy M14 Parking Standards for New Development
- Policy D1 Quality of Design
- Policy D2 Character and Context
- Policy D3 Continuity and Enclosure
- Policy D4 Quality of the Public Realm
- Policy D5 Design for Movement
- Policy D6 Legibility
- Policy D7 Safety by Design
- Policy D8 Landscaping
- Policy D9 Access and Design for People with Disabilities
- Policy IM2 Planning Obligations
- Policy H6 Densities
- Policy H7 Affordable Housing
- Policy H10 Accessible Housing
- Policy OS3 Play Space and Informal Open Space Provision in New Residential Development

3. Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission (2016)

- Policy SP1 – Delivering Sustainable Development
- Policy SP2 – Targets for Growth
- Policy SADM1 – Windfall Development
- Policy SADM2 – Highway Network and Safety
- Policy SP7 – Type and mix of Housing
- Policy SP8 – The Local Economy
- Policy SP9 – Place Making and High Quality Design
- Policy SADM11 – Amenity and Layout
- Policy SADM12 – Parking, Servicing and Refuse
- Policy SP10 – Sustainable Design and Construction
- Policy SADM13 – Sustainability Requirements
- Policy SADM18 – Environmental Pollution

4. Supplementary Design Guidance (2005)

5. Supplementary Planning Guidance – Parking Standards (2004)

6. Interim Policy for Car Parking Standards and Garage Sizes (2014)



2.6 CHARACTER STUDY

Built form in Welwyn Garden City is relatively low density with set back building lines. There is an emphasis on the use of landscaped areas. The typical architectural styles found in the area are predominantly informed by two styles – Neo Vernacular and Neo Georgian.

The neo vernacular style is inspired by the informal and simple cottages with asymmetrical placed windows and sweeping tiled roofs. Whereas, the Neo-Georgian is more formal and symmetrical, with sash windows and brick walls. The buildings traditionally employ high quality red brickwork with steep pitched roofs.

The area to the north of the site has witnessed a significant amount of development in recent times. The new developments are predominantly contemporary in style with flat roofs, and limited material palette of brick and render with generous window dimensions.



IMAGE 1



IMAGE 4



IMAGE 7



IMAGE 2



IMAGE 5



IMAGE 8



FIG 5. KEY MAP



IMAGE 3



IMAGE 6



IMAGE 9

3.0 Site Analysis

3.1 SITE ANALYSIS DIAGRAMS

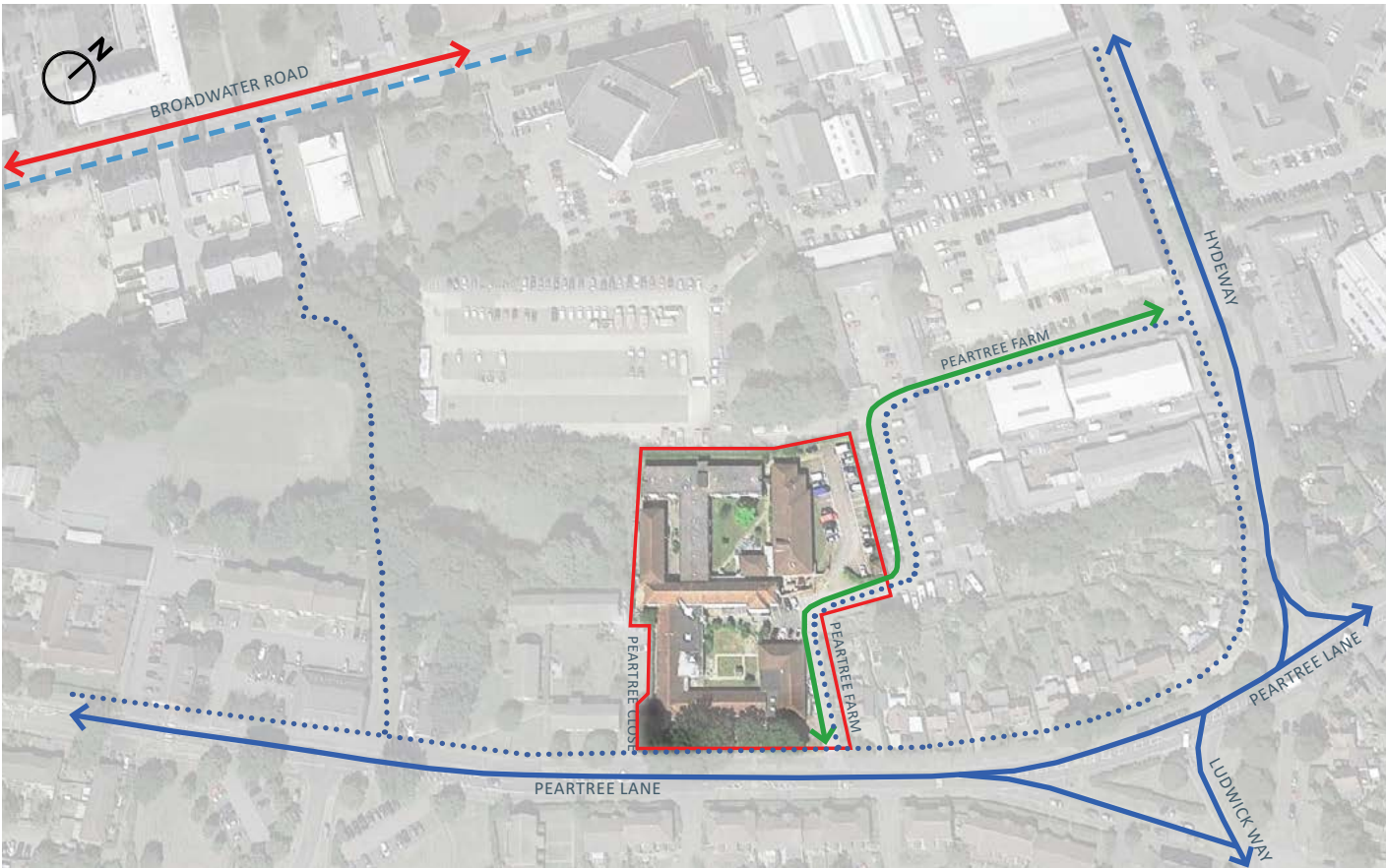


FIG 6 VEHICULAR AND CYCLE LINKS

The site is situated on Peartree Lane, which is a single carriage way. Broadwater Road, runs west to north of the site and is the primary route.

Current vehicular and pedestrian access to the site is via Peartree Farm. The nearest cycleway is on Broadwater Road and the nearest cycle route is the National Cycle Network Route number 61 to the south of the site. The closest bus stops to the site are located on Mill Green Road, approximately 180m to the south of the site and on Peartree Lane to the north of Hydeway, approximately 250m to the north.

The town centre is within a 1.0 km walk from the site, while Welwyn Garden City railway station lies within 760m walk, via Hydeway. Shops and local facilities including the Howard Shopping Centre and Sainsbury's are therefore located within easy walking distance of the site.

VEHICULAR AND PEDESTRIAN LINKS

CYCLEWAY

PEDESTRIAN ROUTE

APPLICATION SITE BOUNDARY

PRIMARY ROUTE

SECONDARY ROUTE

ACCESS ROUTE



FIG 7 KEY SURROUNDING BUILDINGS

The site is located in a predominantly residential area, with the following key surrounding buildings:

1. Sheltered Housing Scheme
2. Fast food takeaway
3. Pharmacy
4. Retail
5. Primary school
6. Light industrial units (accessed off Peartree Farm)
7. Offices
8. Residential properties

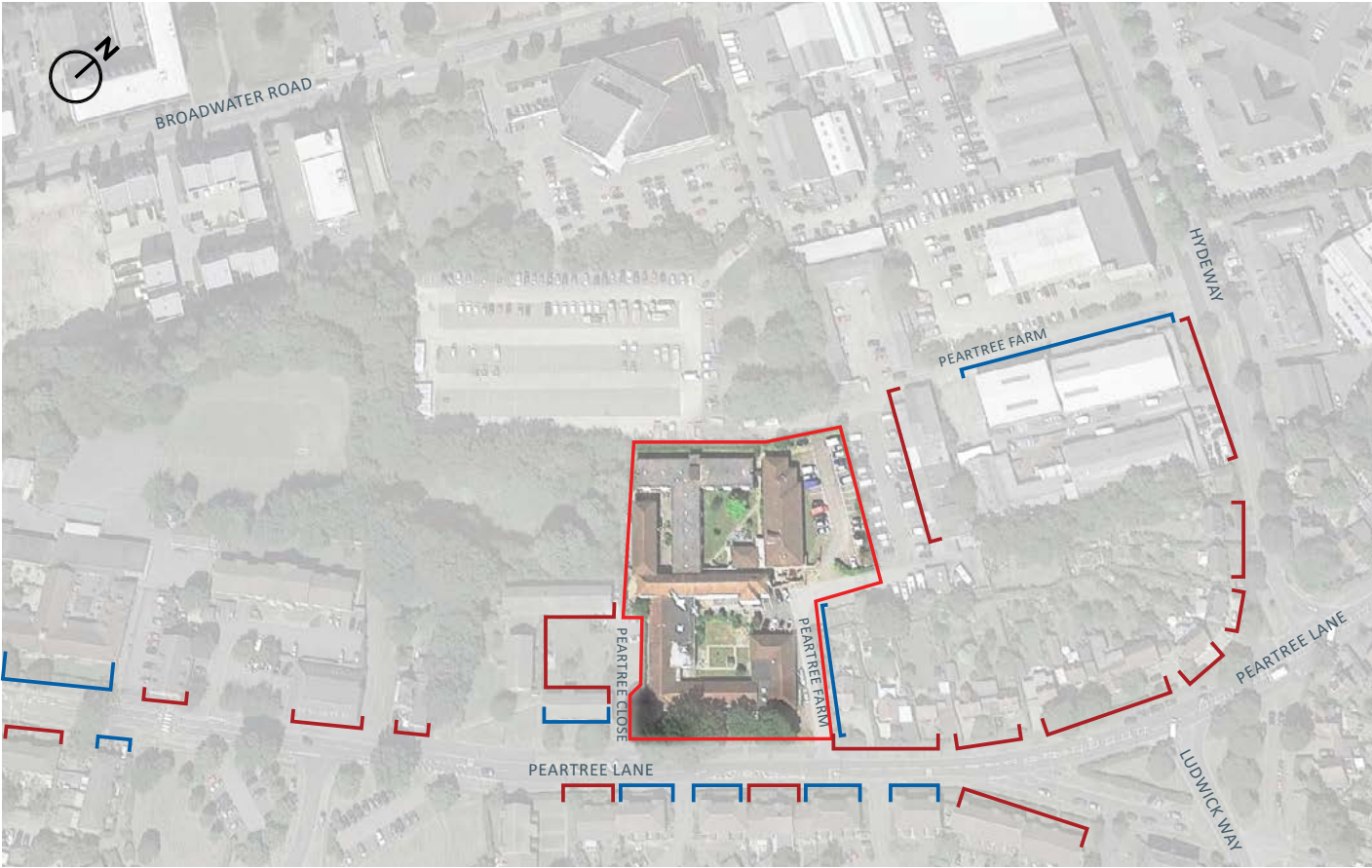


FIG 8 FRONTAGES

There are generally continuous active frontages along most of Peartree Lane. The Peartree Farm to the north of the site has mixed frontages, with part inactive edges to the rear of residential gardens and part active light industrial units.

A sheltered housing scheme fronts on to Peartree Close, to the south west of the site.

FRONTAGES

- ACTIVE FRONTAGE
- INACTIVE EDGES
- APPLICATION SITE BOUNDARY



FIG 9 BUILDING HEIGHTS

The typical development along Peartree Lane is predominantly 2-2.5 storey in height. The 2 storey residential properties to the south of the site across Peartree Lane are set on higher ground level. The residential properties to the east of the site are all 2 storeys with steep roofscapes.

Some units, such as the fast food take away, pharmacy and industrial units, are single storey. To the rear of the site, along Broadwater Road, the former Roche building is 5 storey and stands taller than the surrounding buildings. All recent residential developments along Broadwater Road, including the proposed redevelopment of the Shreaded Wheat factory site are 3-4 storeys in height.

BUILDING HEIGHTS

- 1 STOREY
- 2-3 STOREY
- 4+ STOREY
- APPLICATION SITE BOUNDARY

3.2 TRANSPORT ANALYSIS

Transport Planning Associates (TPA) has been appointed by One YMCA to provide transport and highways advice in relation to a planning application for the proposed redevelopment of their site at Peartree Lane, Welwyn Garden City.

The site currently consists of a YMCA hostel providing 125 bedrooms and ancillary facilities. The proposed scheme comprises the demolition of the existing buildings and the erection of a new 100-bedroom hostel and a 43-unit residential development, together with cycle and car parking facilities.

In the vicinity of the site, footways are present to both sides of Peartree Lane and on the adjacent road network. These provide access to the residential area to the east of the site and to the commercial area to the north and west of the scheme. The pedestrian network links the site to residential areas, local shops, schools and transport services.

The nearest cycle route to the site is the National Cycle Network Route number 61. This route runs from Maidenhead to Hatfield, Welwyn Garden City and Hertford before arriving near Hoddesdon. The route can be accessed approximately 600 m to the south of the site at the junction of Peartree Lane and Holwell Road. Broadwater Road, located within 400 m of the Site, is also provided with a shared footway / cycleway.

The nearest bus stops to the site are located on Mill Green Road, approximately 180 m to the south of the site and on Peartree Lane to the north of Hydeway, approximately 250 m to the north. They are serviced by Route 403, which runs between Hall Grove and Digswell Water via Welwyn Garden City station.

It is concluded that the site benefits from very good pedestrian and transport links, with many services located within desirable or acceptable walking distance.

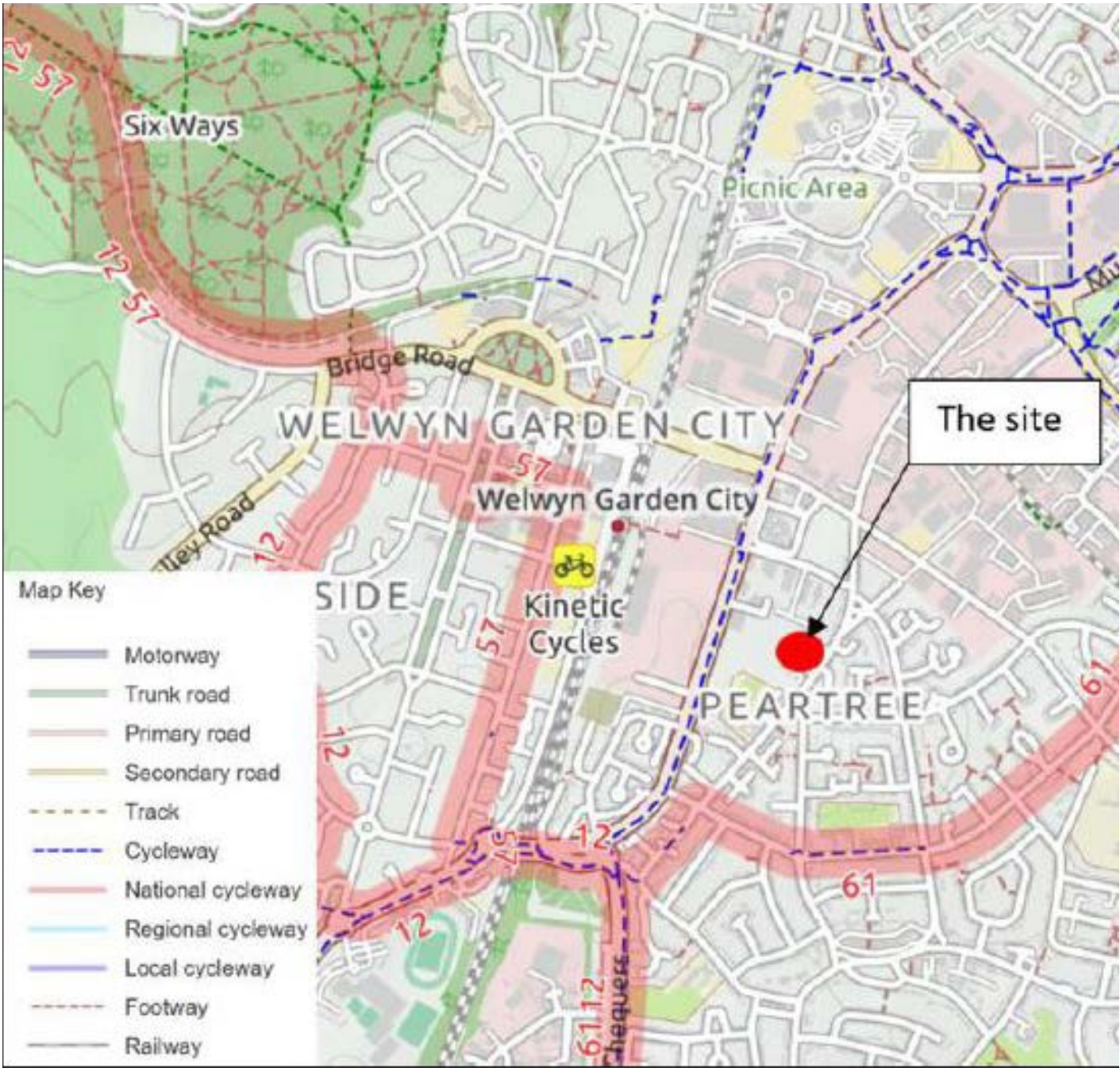
3.3 NOISE IMPACT ASSESSMENT

Sharps Gayler were commissioned to carry out the environmental noise survey for One YMCA, Peartree Lane. The survey was carried out from 30th August to the 3rd September 2019 to determine existing noise levels on site towards the rear and the front of the site.

The area to north west is a large carpark area which appears to be a storage yard for the highway agency. To the north east is a vehicle repair workshops, including body work/respraying (daytime only). The remaining site boundaries are adjacent to residential uses. Peartree Lane is at the front of the development.

The proposed development does not alter the use of the site in any way, but simply to updates and provides improved facilities. In relation to noise, therefore, the proposal does not raise any areas of concern when compared to the existing situation.

The noise report provides details of the environmental noise survey undertaken to assess the existing noise climate at the rear and front of the site, including noise from commercial properties surrounding the site. This forms the basis of assessing the acoustic requirements of the building, in order to achieve acceptable internal noise levels and recognized noise criteria for residential and hostel use.



Source: © OpenStreetMap contributors

FIG 10. EXISTING TRANSPORT LINKS

3.4 ARBORICULTURE ANALYSIS

An arboricultural assessment of trees on or adjacent to land at One YMCA, Welwyn Garden City was carried out in line with the recommendations of BS5837: 2012. The trees were surveyed on 19th August 2019.

The trees inspected are growing both within the Site and on neighbouring land. The Site consists of the buildings, grounds and parking areas of the YMCA Hostel and associated service buildings. The land is generally level but the trees at the front of the site are contained within a sloping grassed area and partially retained by a wall.

Oak 5468 is in decline and in poor condition. It could be retained in the short term or felled and replacement planting sought. The deadwood seen in the crowns of some of the trees presents a hazard of falling debris, with the level of risk affected by the activity below or near the tree. Removing the deadwood will reduce the level of risk, often to an acceptable level. However, whilst dead wood is a safety consideration, it is also good habitat for invertebrates so it is advantageous to retain some dead wood if possible. Therefore, the decision whether to remove the deadwood must be based on what actual harm may arise if the dead wood were to fall. It is considered that in the context of re-development, it would be prudent to remove all significant dead wood (greater than 25mm).

The full table of survey data can be found in Appendix A of the Arboriculture Implications Assessment and Method Statement.

3.5 ECOLOGY ANALYSIS

The ecology survey was undertaken to current best practice with reference to BS42020:2013: Biodiversity – Code of Practice for Planning and Development.

The objective was to determine the ecological baseline and nature conservation value of the Site with particular reference to bats. The site comprises a complex of one and two storey buildings with two internal courtyards and associated car parking facilities. Security fencing and a series of species poor hedges bound sections of the Site. Hardstanding and built structures dominated with small, isolated habitats confined to the courtyards. Habitats present included amenity grassland, introduced shrubs, species poor hedges and scattered trees. None of the habitats identified on Site meet the definitions to be considered as Priority habitats and are not considered to be irreplaceable or priority habitats as defined by the NPPF.

The potential presence of protected and/or notable species on Site means that they are a material consideration in the planning system through the NPPF and the Local Planning Policy with key species being bats, hedgehogs and nesting birds. It is considered unlikely that the conservation status of these species will be negatively affected by the proposed development if best practice is followed during construction. A number of buildings had low potential to support roosting bat and a further nocturnal survey was undertaken at the Site.

Further bat survey work was undertaken in early September 2019. The Site was found to support only low levels of bat activity with no emergence from the buildings observed during the survey. There are not considered to be any roosts within the buildings. A development bat license is not considered necessary based on current knowledge of the Site. Precautionary working methods for the proposed works have been provided in the Bat Survey report including Tool box talks, an inspection of the potential roost features prior to works commencing and a soft strip of potential roost features.

3.6 FLOOD RISK AND DRAINAGE ANALYSIS

Pinnacle Consulting Engineers Ltd were commissioned to carry out a Drainage Strategy report for a proposed development of a site off Peartree Lane Welwyn Garden City AL7 3UL. The proposed development is consist of hostel and maintenance/office units with adjacent carparks. The scheme proposed 100 bed YMCA hostel and 43 residential dwellings with demolition of existing development.

The development site has a relatively shallow slope falling in the centre of the site. The highest level is 85.80m AOD and the lowest level is 82.20m AOD.

Surface water sewer operated/manages by Thames water runs along Peartree farm/ Peartree lane to the north-east. It appears this surface water sewer picks ups the run-off from the carparks and existing hostel buildings. For the office units in the front of the site, the surface water runoff is infiltrated through Soakaway situated in the front of the site with existing Landscaping. Another surface water network is delineated for the north-western part of the building, but the outfall of this network is non-identified.

The existing finishing across the site was largely comprised of a large impermeable area with landscaping and vegetations roughly following its perimeter. The existing impermeable area which drained by the existing surface water sewers is approximately 5,083m². The Environmental Agency's Flood map for planning indicates that the site is in Flood Zone 1 - little or no risk, with an annual probability of flooding from rivers and the sea of less than 0.1% (1 in 1000-year rainfall event). The nearest river (River Lea) is approximately 2.1km to the south-west of the site.

There are three separate foul water sewers identified discharging to the Thames water foul network runs along the North-eastern part of the site. For the existing buildings and Carpark, the foul sewer is connected to the public sewer via Ø150mm pipe same goes for the existing hostel and office units to the other part of the site. For the existing development to the southeast of the site, the foul sewer is connected via Ø100mm pipe to the public sewer system runs along its south-eastern part.

3.7 CONTAMINATED LAND

A review of historical maps indicates the site formed part of Peartree Farm in the first map edition, dated 1878, with associated farmyard buildings noted in the north. The site remained in this use until c.1938, when a Youth Hostel and club had been constructed in the south. Alterations to the layout of the farmyard were noted c.1985, with no significant changes observed until c.1999, when the farmyard buildings were cleared and the entire Site was in use as a youth hostel. No significant further changes were noted.

Considering the information reviewed during this assessment, no significant contaminant linkages have been identified. Accordingly soil and groundwater liabilities are unlikely to occur. Refer to Argyll Environmental Report for detailed assessment and further guidance and definition of terms.

3.9 CONSTRAINTS

Analysis of the site and its constraints has generated a number of points, which need to be considered in the development of the scheme:

- Narrow access via Peartree Farm only
- Sensitive residential properties in close proximity
- Informal pedestrian route adjacent to the site
- Mature trees and green buffer towards the front of the site to be retained
- Open green space adjacent to the site
- Noise from close proximity to light industrial units
- Existing high voltage cable to substation
- Site frontage along Peartree Lane to reflect styles and heights of adjacent residential development

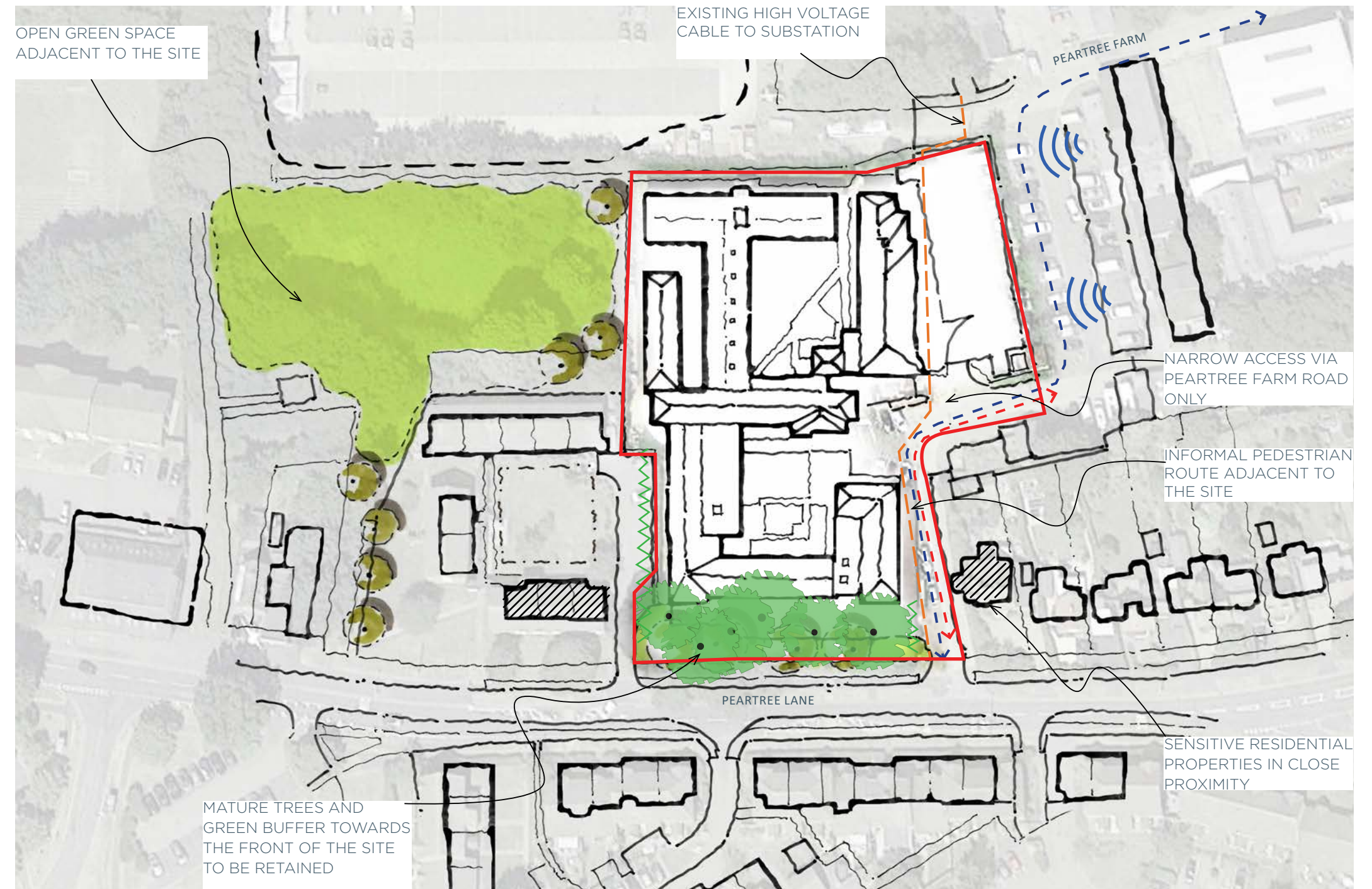


FIG 11. CONSTRAINTS DIAGRAM

3.10 OPPORTUNITIES

Analysis of the site established key opportunities which could improve the quality of proposed development:

- Reconfigure hostel building to be visible via Peartree Farm
- Potential for the site to be segregated to allow mixed use scheme
- Site boundary along Peartree Farm allows separate access for hostel and residential schemes
- The secluded nature of rear part of the site allows for development of a taller, and more contemporary building to match Client's design aspirations
- Create enhanced landscaped setting within the site
- Utilise views into the site to create a contemporary building form while referencing the local material palette
- Existing mature trees along the front of the site provides an opportunity to maintain a green buffer between the road and new development
- Maximise active frontages along Peartree Lane and develop in line with Garden City vernacular
- Partial views over the adjacent open green area
- Retention of existing car park allows for separation from the industrial units



FIG 12. OPPORTUNITIES DIAGRAM

4.0 Concept Scheme

4.1 CONCEPT DEVELOPMENT

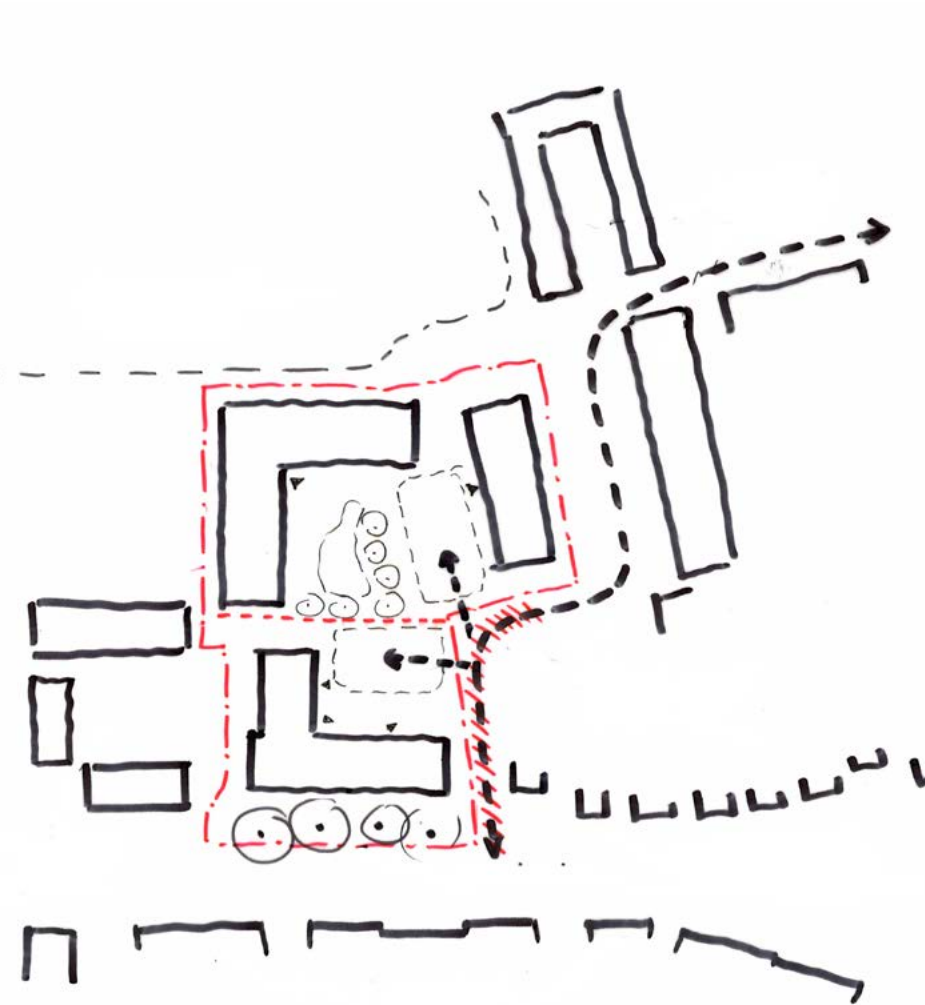


FIG 13. STUDY 1
Private Apartments to site frontage with car parking to rear. YMCA blocks create central parking and garden courtyard.

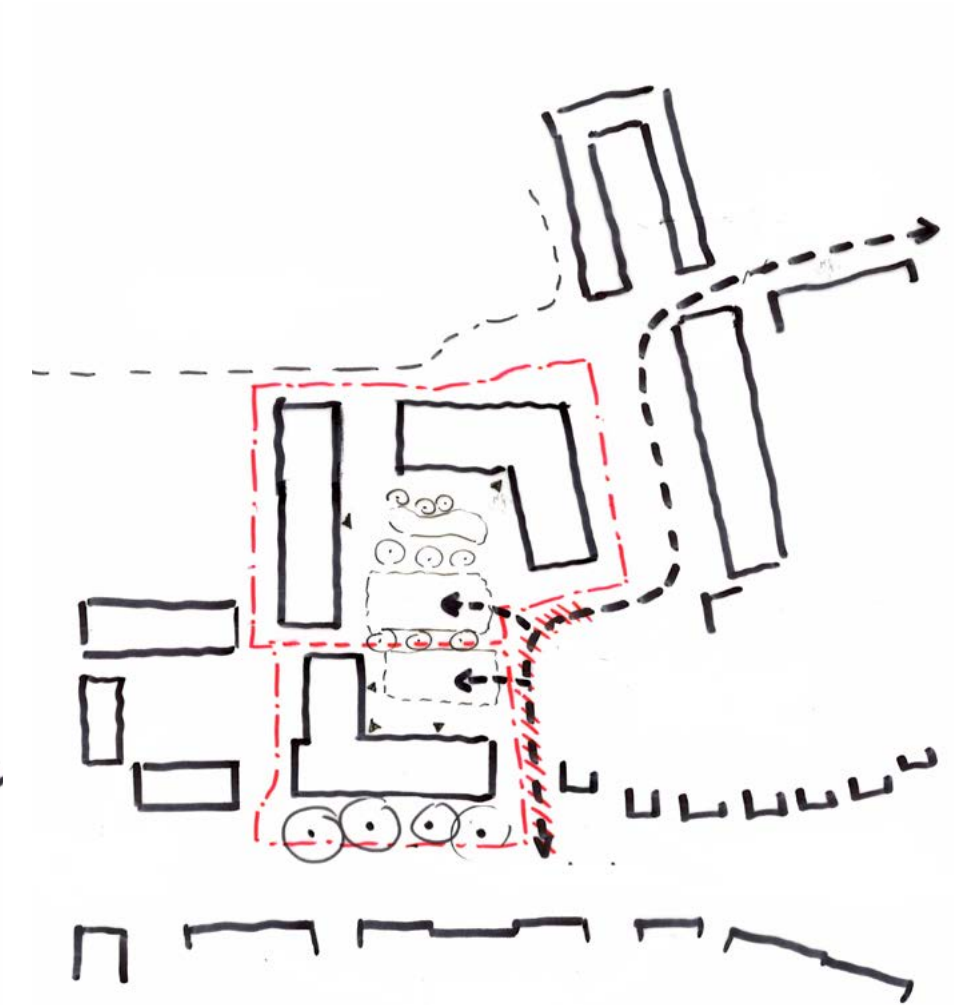


FIG 14. STUDY 2
Alternative arrangement to YMCA blocks. Separation of blocks allows for future proofed uses/tenures.

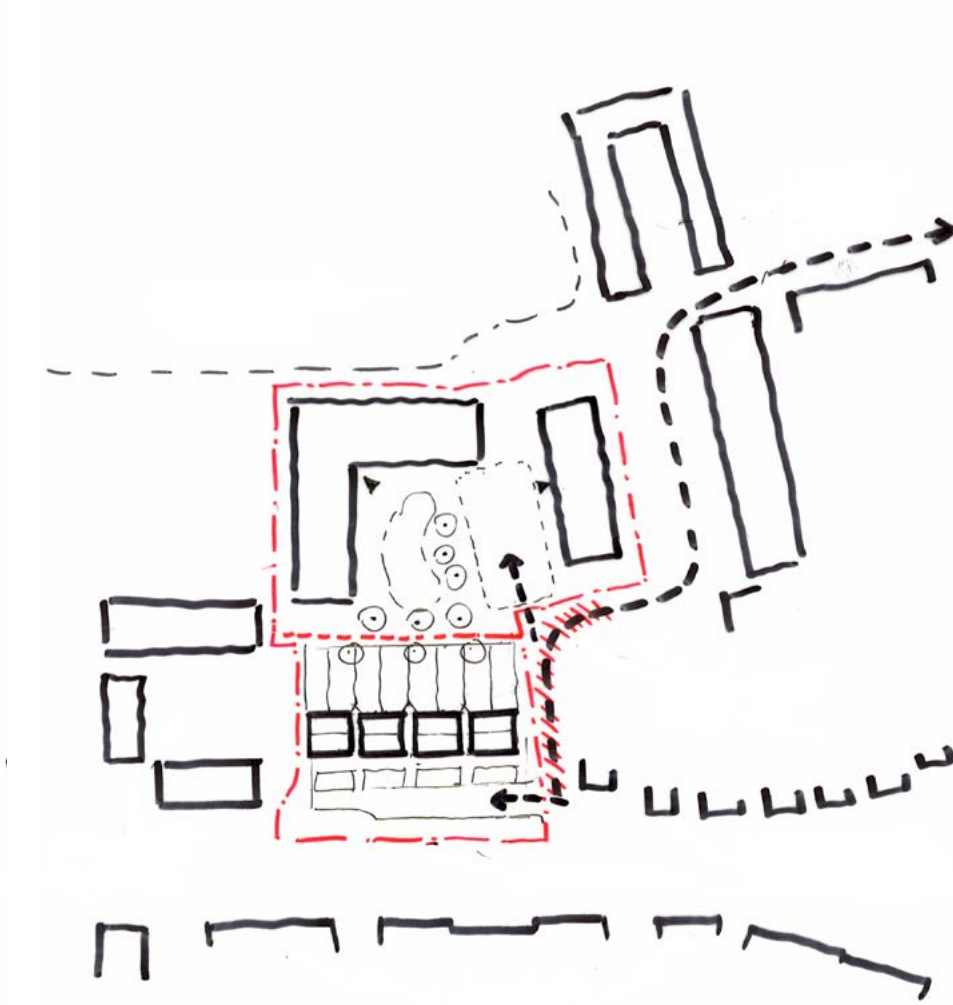


FIG 15. STUDY 3
Alternative arrangement to private dwellings to site frontage. Parking to site frontage with private gardens to rear.



FIG 16. STUDY 4

Developing Study 1, the YMCA block is split to reflect the different unit typologies/tenures across the site.

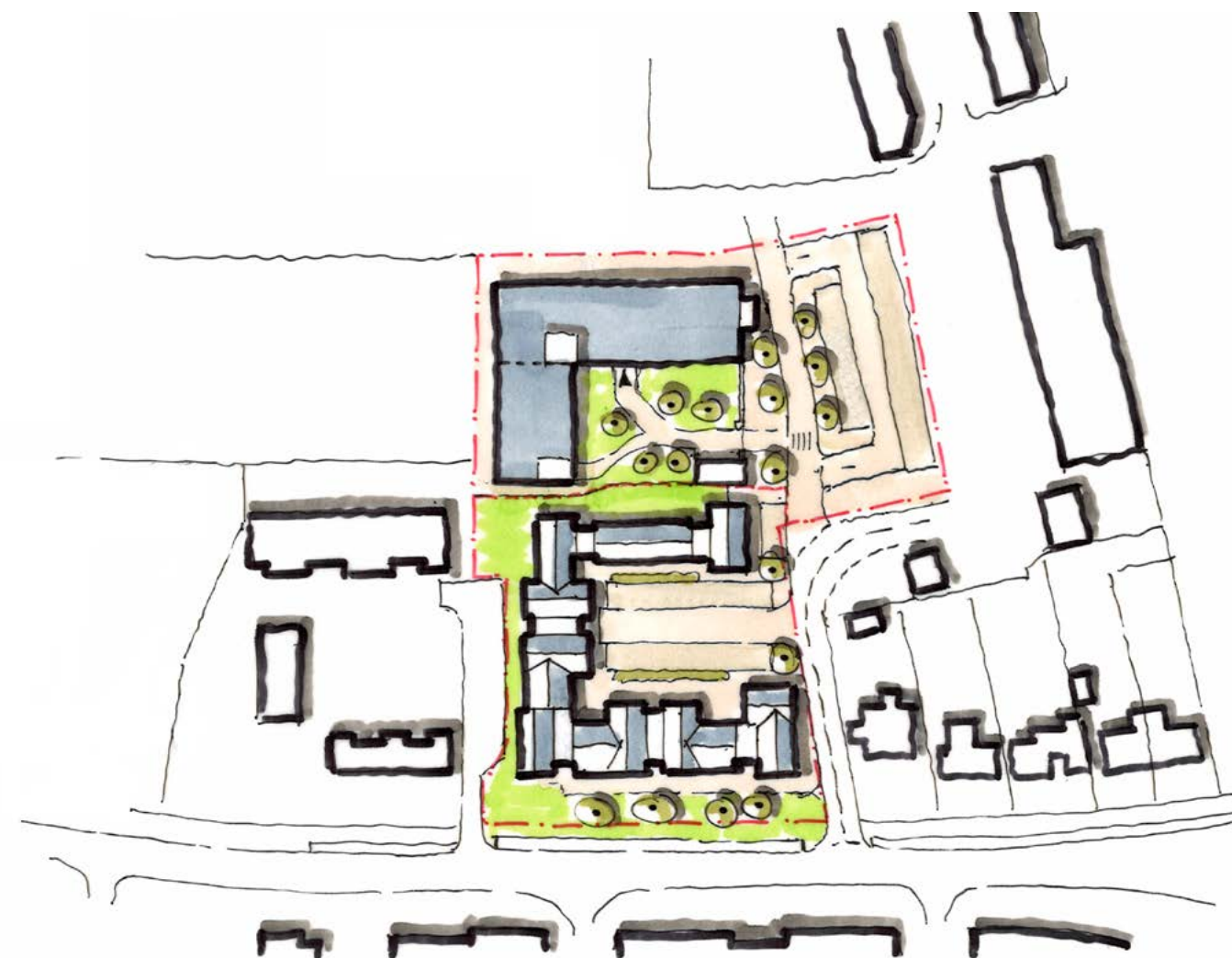


FIG 17. STUDY 5

Private Apartments to site frontage with courtyard car parking. YMCA block creates central garden courtyard with parking as existing along the eastern boundary.

4.2 PRE-APPLICATION SCHEME

The proposals sought to demolish the site's one and two storey buildings to reprovide a hostel within a contemporary and accessible environment. The scheme proposed a modern, sustainable and energy efficient 5 storey building. A 3 storey private residential development was proposed for the site frontage which referenced and reflected the local residential vernacular along Peartree Lane.

The proposals sought to redevelop within the existing building footprint, respecting the building frontage along Peartree Lane and also the extent of current building form along the other boundaries. This allowed for generous areas of separation between proposed buildings which allowed for amenity and additional car parking capacity within the site.

The private development included a mix of 1, 2 and 3 bedroom apartments within 3 storey blocks with elevation. The roof articulation was designed to provide interest and reference to existing residential buildings. Refuse and cycle provision was considered within communal stores to allow easy access for residents and servicing operatives.



FIG 18. CONCEPT PROPOSAL

4.3 PRE-APPLICATION RESPONSE

A pre-application meeting was held in May, 2019 with Welwyn Hatfield Council Planning Department. In general, the response to the scheme was positive and the proposal was supported in principle.

Summary of key points:

- The development is accepted subject to meeting applicable policies
- The height and density of the proposals will need to be justified with regards to design policies
- Apartments in the residential scheme should be dual aspect and generally 2 storey, particularly on the public edge
- Built form should be set back from the south west boundary to allow for increased landscaping to reduce the impact of the residential block
- The height of the five storey hostel was questioned
- Parking provision should comply (with policy and any deficit should be justified) and parking areas should be screened from view by landscaping
- Soft landscaping, trees and hedgerows should be planted along development edges
- The layout, architecture and landscaping of the residential proposals are to reflect traditional Garden City vernacular
- Adequate separation distances are to be achieved with no direct overlooking
- A Noise Assessment is required to address noise from the commercial/ industrial units
- A Flood Risk Assessment is required for site over 1.0ha
- A phased contaminated land assessment is likely to be conditioned
- An energy/sustainability statement required
- An Environmental Impact Assessment is not required
- Section 106 Agreements are required to be completed before the determination of the planning application
- A hybrid application is acceptable

- In response to this initial design feedback, the scheme was developed as follows:
- The hostel building is limited to 4 storeys
 - All residential apartments are dual aspect
 - Apartments facing onto Peartree Lane are generally 2 storey and are set back to allow for a landscaped border in front of the buildings
 - The height and massing of the residential element is broken down on a block by block basis and the height steps up towards the rear where the buildings address the new hostel building
 - The design of the residential scheme is to follow the Garden City vernacular
 - The car parking provision has been increased to meet the council's parking standards
 - Separation distances have been achieved overlooking has been avoided
 - A number of surveys have been carried out and are submitted to support the development proposals.

4.4 CONSULTATION PROCESS

The client undertook an in-depth engagement process with relevant stakeholders. This involved existing residents, staff and team members, local residents, community groups, local councillors and authorities, local housing teams, One YMCA Trustees and statutory bodies (including Police and Fire Service). At the outset, a number of YMCA schemes were visited to inform the scheme and the outcome was recorded. The proposals were then developed and communicated in a range of ways, including presentations, press releases, meetings and flyer distribution. Over the course of the consultation process, the feedback and comments were almost exclusively positive and supportive. The positive nature of the consultation response is, in part, attributed to the success of the initial site visits which established a clear brief for the scheme.



IMAGE 1 - BIRMINGHAM YMCA



IMAGE 3 - MAIDA VALE SAPPHIRE YMCA



IMAGE 2 WALTHAMSTOW STUDENT ROOST



IMAGE 4 - WEST BROM YMCA

5.0 Design Development

5.1 HOSTEL PROPOSALS

The YMCA hostel brief and plans were developed in response to discussions with the Client and informed by the initial costing exercises. The design development process began with preparation of a spatial relationship diagrams to demonstrate the client requirements, particularly in relation to maintenance and security.

A number of layout options, with various room configurations, were developed and appraised. The design process was iterative and took into account the requirements of the Client and building users. The current layout is the result of this careful and thorough design process.

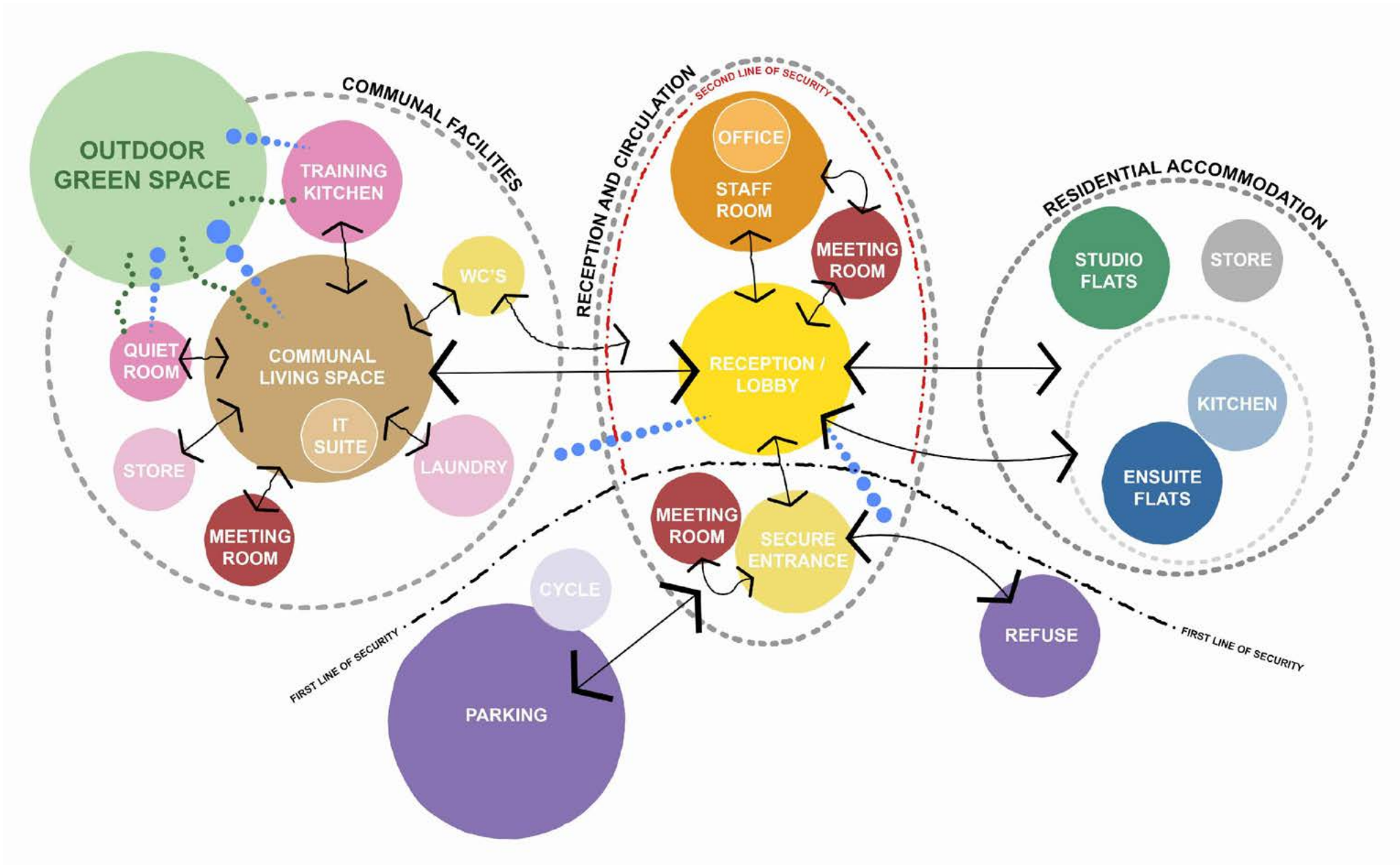
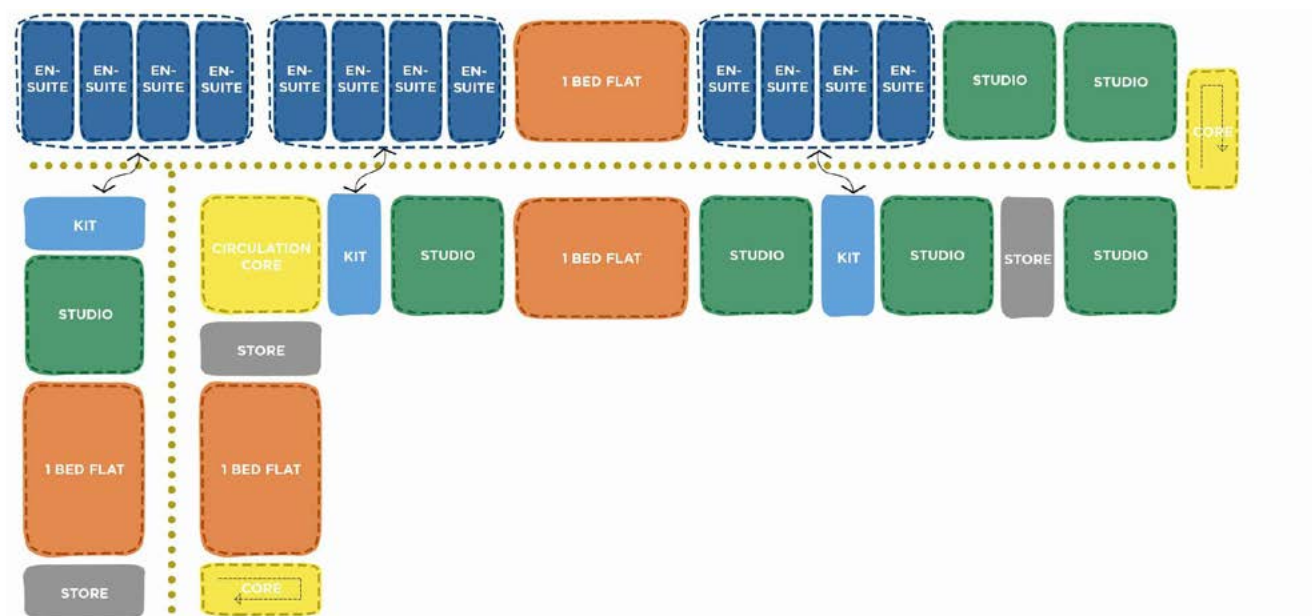
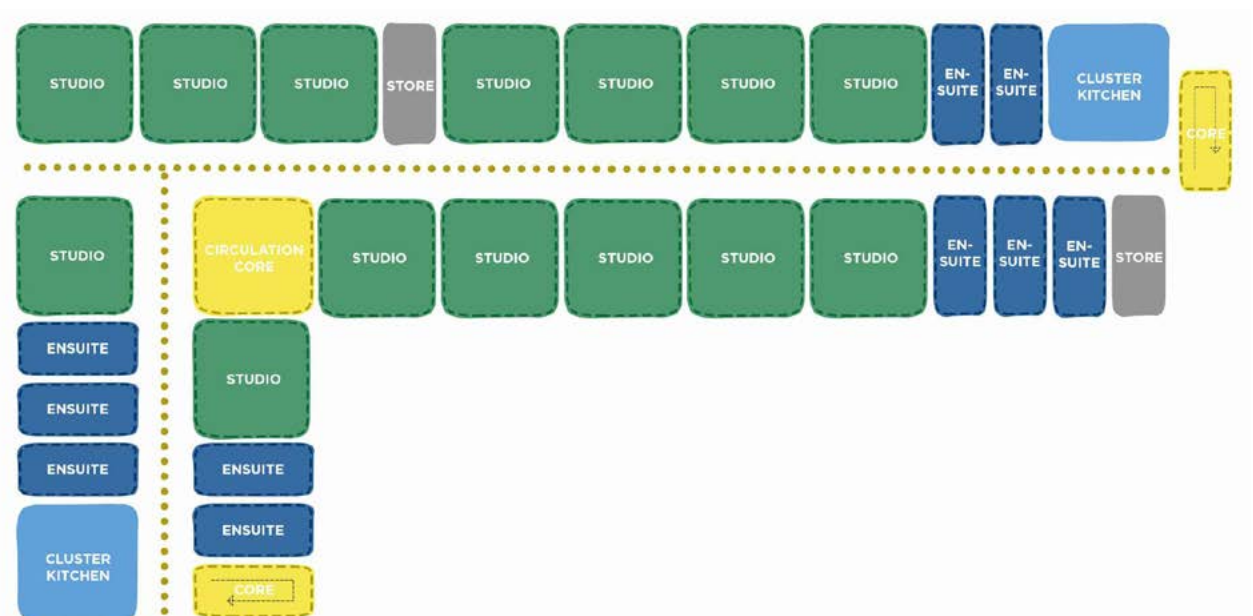


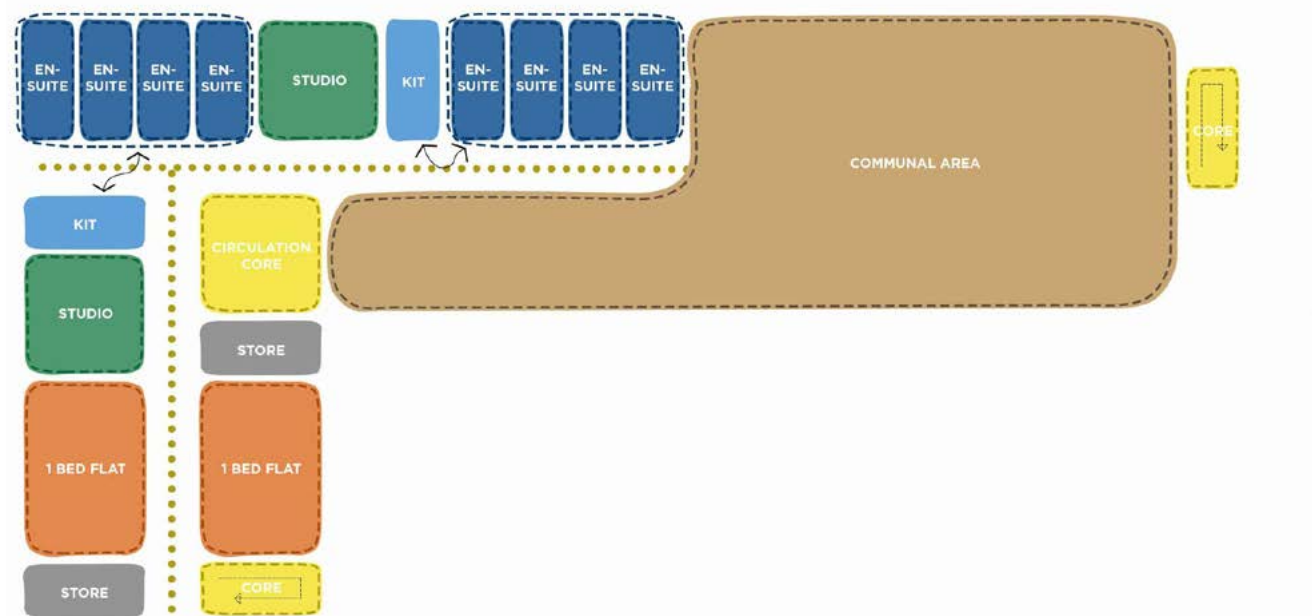
FIG 19. SPATIAL RELATIONSHIPS DIAGRAM



FIRST FLOOR

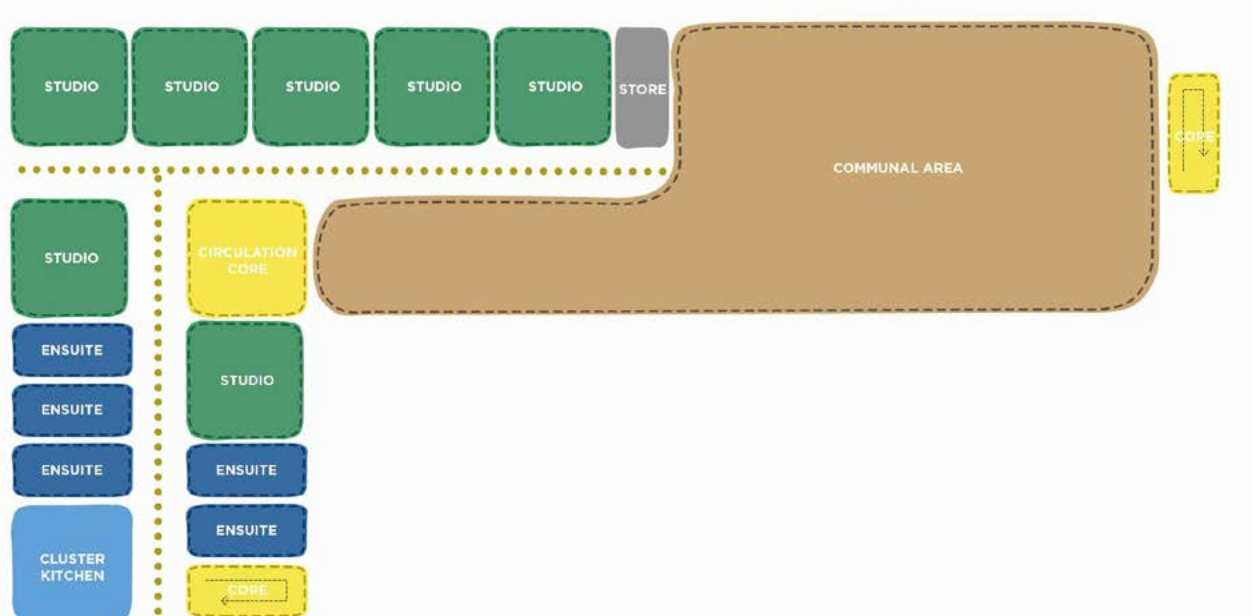


FIRST FLOOR



GROUND FLOOR

FIG 20. FLOOR LAYOUT CONCEPT DIAGRAM OPTION 1
INCLUDES A MIX OF 1 BEDS, STUDIOS AND ENSUITES WITH SHARED KITCHENS



GROUND FLOOR

FIG 21. FLOOR LAYOUT CONCEPT DIAGRAM OPTION 2
INCLUDES A MIX OF STUDIOS AND ENSUITES WITH SHARED KITCHENS

5.2 ROOM TYPOLOGIES

The YMCA adopt a Person-Centred approach to deliver optimum support and to maximise positive outcomes. The aim is to ensure that the design meets the needs of the most vulnerable members of the community. During the design research and engagement process a number of accommodation types were visited and appraised.

The process concluded with the development of studio flats which encourage independent living. The studio is designed to include a private kitchen alongside desk, bed and storage space.

The proposals include a small number of ensuite rooms with shared kitchen facilities designed for the younger residents. The design also includes some wheelchair accessible studios at ground floor level to cater for residents with special needs.

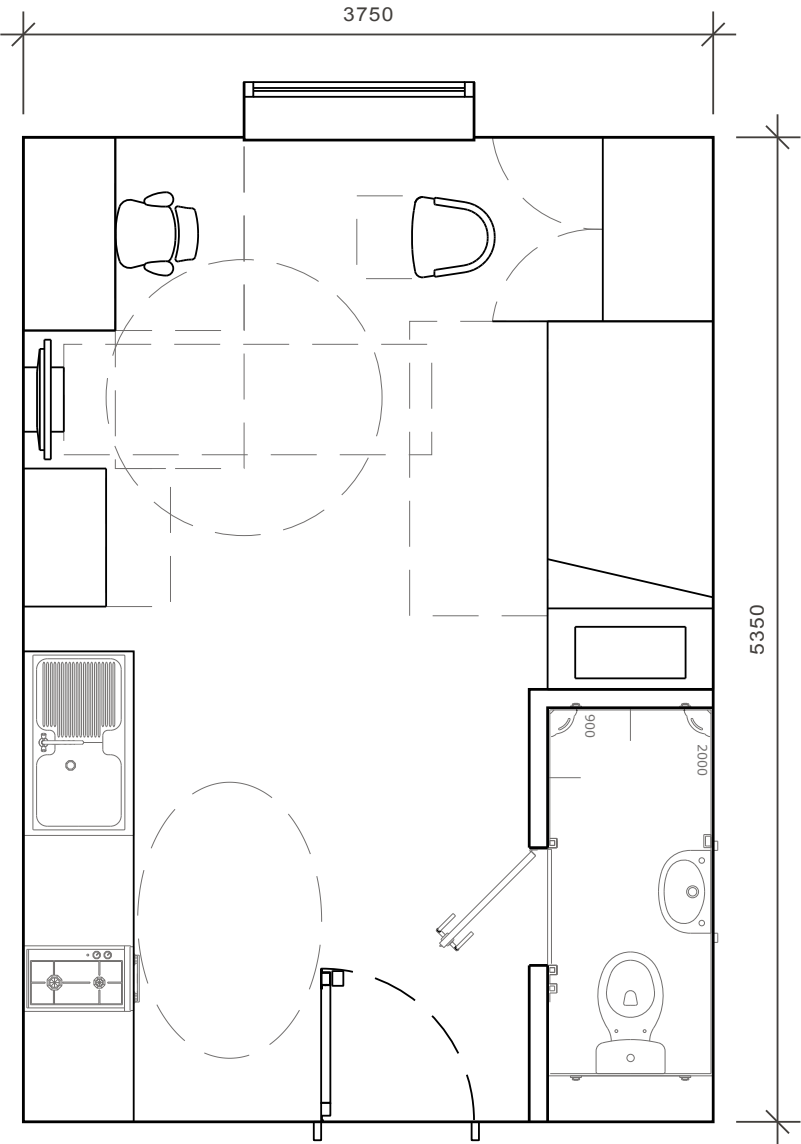


FIG 22. STUDIO WITH PRIVATE KITCHEN, DESK, BED AND STORAGE.

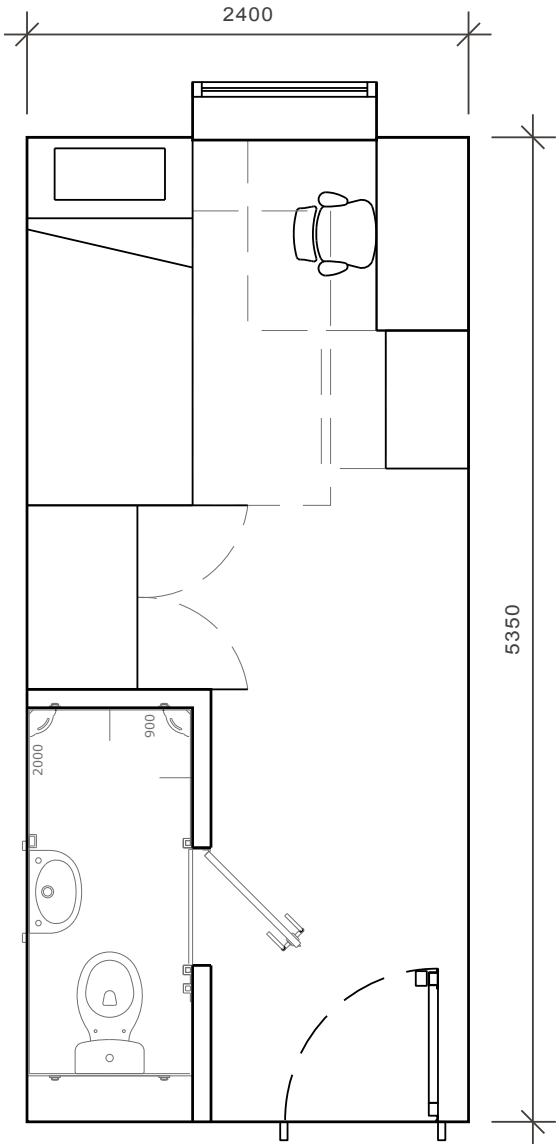


FIG 23. ENSUITE WITH DESK, BED AND STORAGE.

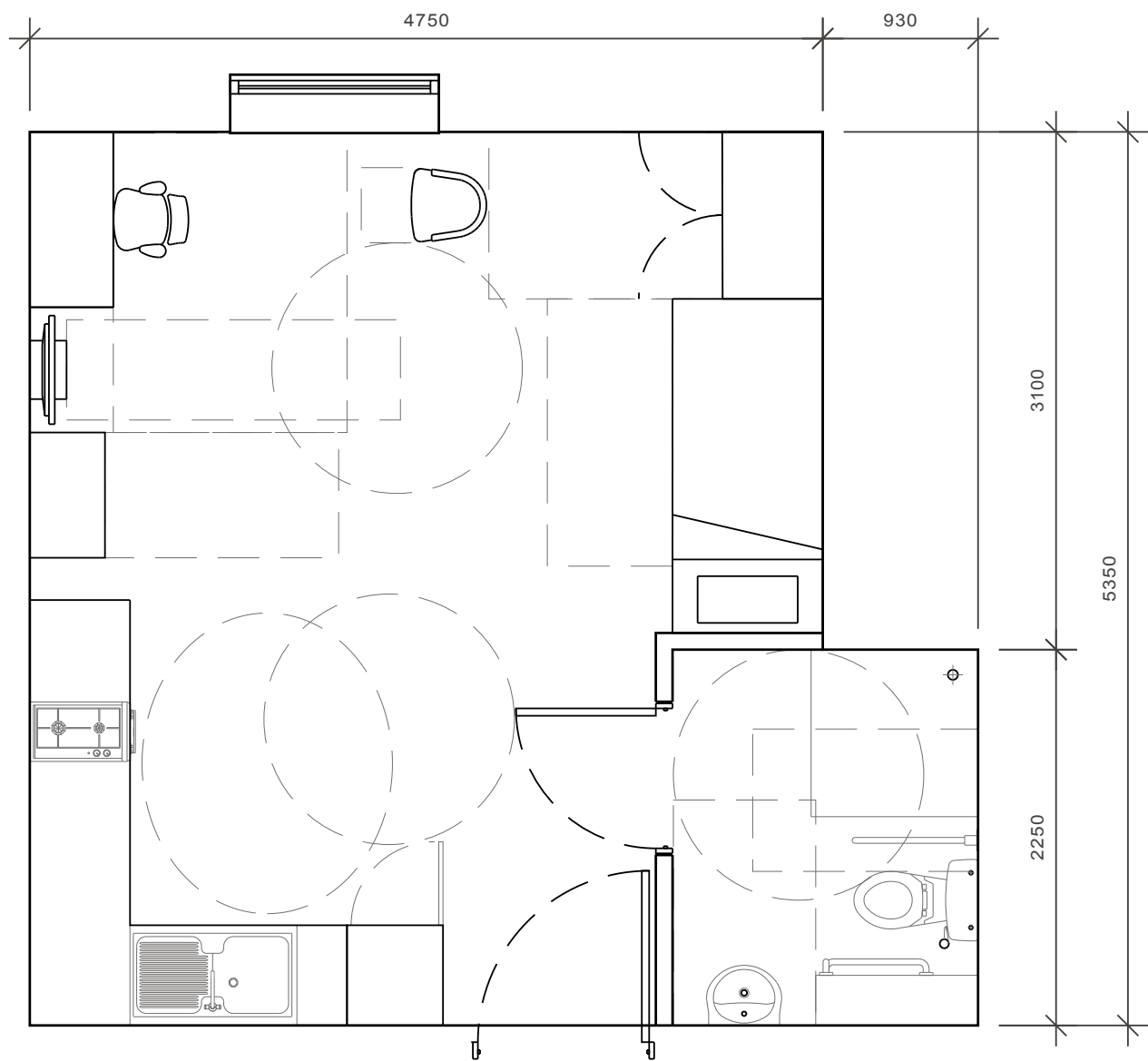


FIG 24. ACCESSIBLE STUDIO WITH PRIVATE KITCHEN, DESK, BED AND STORAGE

5.3 HOSTEL MASSING STUDIES

The design of the site layout has resulted in an ‘L’ shaped hostel block, set away from Peartree Lane, with a key view via Peartree Farm. The mass is oriented to facilitate a degree of self shading to reduce solar gains. As part of the design development, a number of massing models were prepared to demonstrate how the form could be expressed externally.

The aim was to develop a carefully composed scheme, appropriate to the surrounding landscape and context.

The simple mass is broken into two elements with staircase cores expressed externally. Deep recesses define the entrance the entrance and communal areas to provide covered external areas and views into the building. Initial exercises considered a combination of 4 and 5 storey elements. However, further studies concluded that a 4 storey mass was more in keeping with the surrounding built form.



FIG 25. OPTION 1
Massing study with staggered arrangement of windows and hidden roof



FIG 26. OPTION 2
Massing study with expressed roof and 'book end' elements



PRECEDENT IMAGES

5.4 EARLY HOSTEL FACADE STUDIES

A variety of elevational treatments were tested in the development of the current proposal



FIG 27. OPTION 1

- Staggered configuration of fenestration with simple window details
- Patterned brick work
- Projecting surrounds
- entrance highlighted through vertical expression



FIG 28. OPTION 2

- Staggered configuration of fenestration
- Recessed brick detailing to introduce uniformity
- Patterned brick work
- entrance highlighted through vertical expression



FIG 29. OPTION 3

- Staggered configuration of fenestration
- Angular brise soleil elements to create interest through shadows
- Patterned brick work
- entrance highlighted through vertical expression

5.5 RESIDENTIAL DESIGN INTENT

It is proposed that the residential scheme, facing onto Peartree Lane, should be designed to retain the character of the local residential vernacular. This element of the scheme is outline at this stage, however it is proposed that steep tiled roofs should be incorporated with regular window arrangements and informal asymmetrical configurations.

The scheme also aims to incorporate architectural details such as Flemish bonding brickwork and materials including red brick and white fenestrations to contribute to the existing character of the area.

The proposal responds to the scale of the immediate context, the units facing on to Peartree Lane incorporate 2 storey elements. The massing of the units increases towards the rear of the site with a 4 storey element, designed to respond to the proposed 4 storey hostel, to deliver a cohesive character of development.



FIG 30. PROJECTING ELEMENTS



FIG 32. REGULAR ARRANGEMENT OF WINDOWS

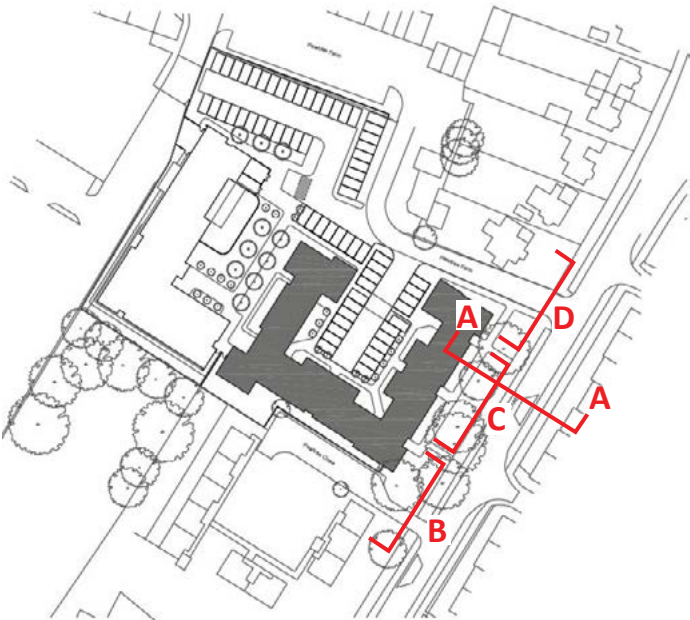


FIG 31. BRICK DETAILS AROUND WINDOWS AND GABLED ENTRANCE FEATURE

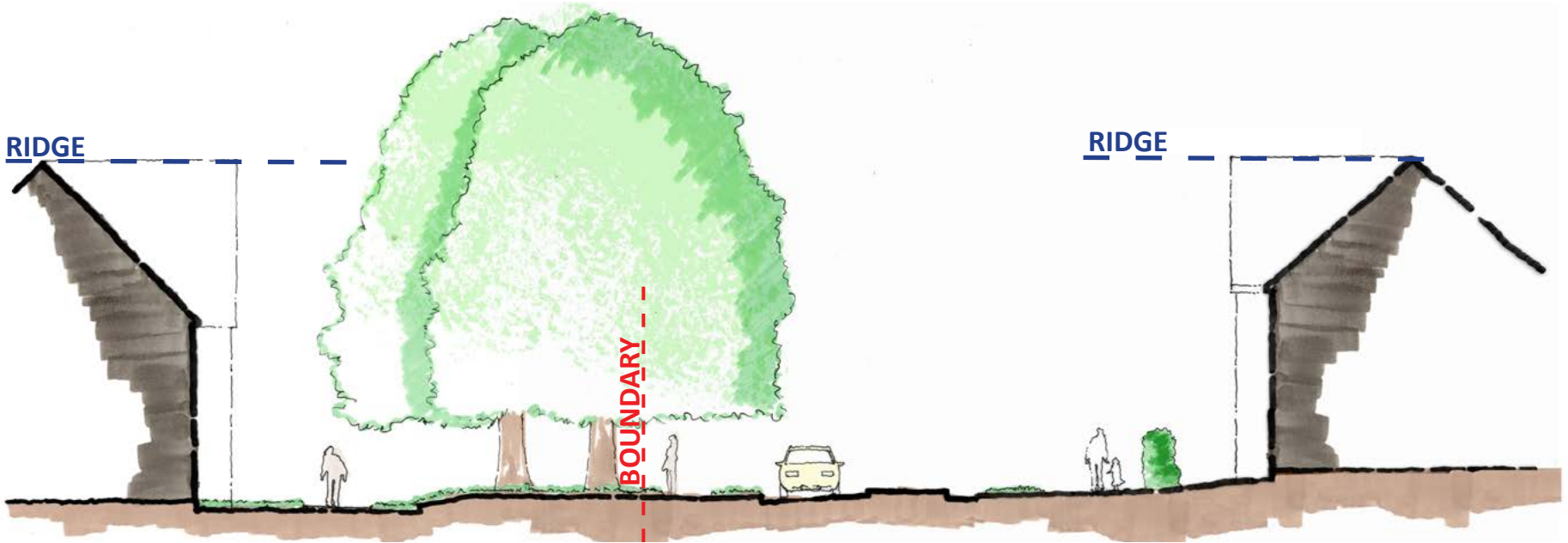


FIG 33. STEEP TILED ROOF

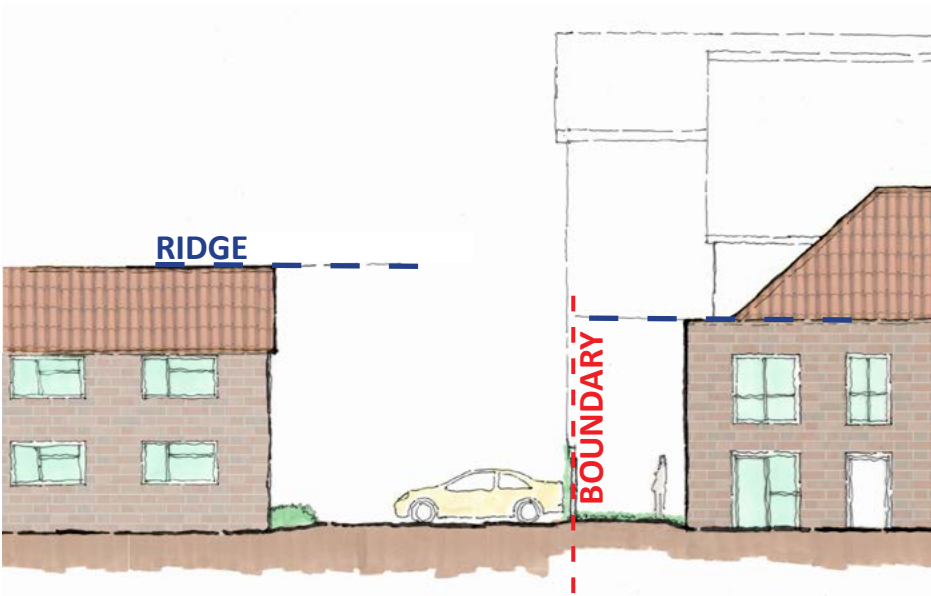
5.6 RESIDENTIAL ELEVATION TREATMENT



KEY PLAN



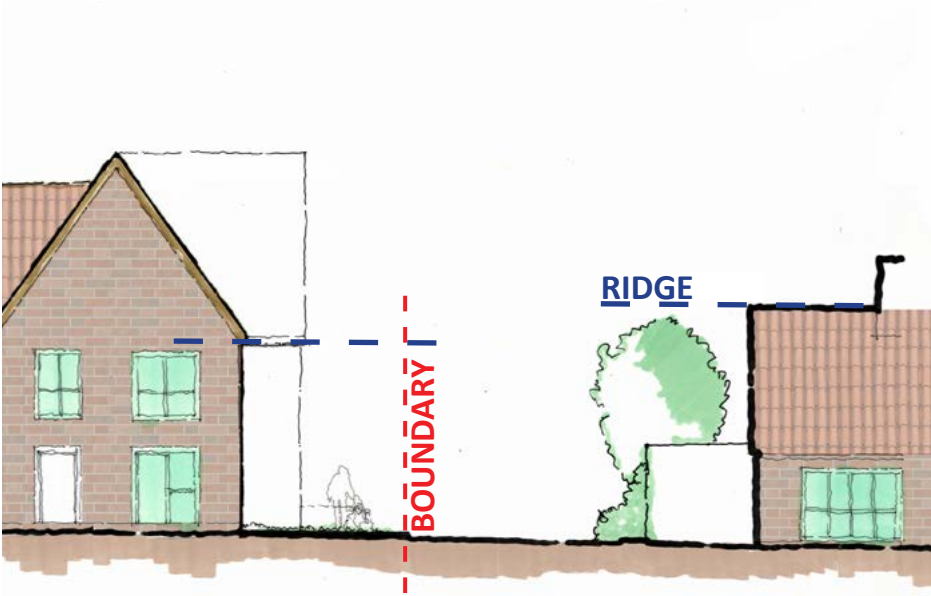
SECTION A-A



PART ELEVATION B



PART ELEVATION C



PART ELEVATION D

6.0 Site Layout

6.1 PROPOSED LAYOUT

The proposed layout takes on board the principles established within the site analysis diagrams and Pre-Application advice. The proposal sets out the disposition of development within the site.

Revised proposals seek to redevelop the site to re-provide the hostel within a modern, sustainable and energy efficient 4 storey building alongside a proposed residential development.

Key features of the hostel development include -

- access is retained off Peartree Farm and repositioned to allow for increased visibility
- existing parking is retained
- an internal pedestrian courtyard with landscaped areas, hardscaping, private garden and cycle store
- an area of soft landscaping between the hostel and residential elements.

The proposals include an element of residential development to the site frontage. As part of the outline planning application it should form the basis of the more detailed design and layout of the residential elements which will be guided by the established parameters and, ultimately, be submitted as a reserved matters planning application.

- The private development comprises a mix of 1 and 2 bedroom apartments with a central parking courtyard positioned away from Peartree Lane, which helps retain the character of existing street scene.
- The units fronting directly on to Peartree Lane respect and respond to the immediate context. The units adjacent to existing properties are 2 storey with a 3 storey element contained centrally.
- The units away from Peartree Lane are 3 and 4 storey in height, in response to the proposed 4 storey hostel building.
- The elevation and roof articulation of the residential units on the public edge reflect Garden City vernacular therefore blends the proposed development with the existing typology of Peartree Lane.

KEY

- EXTENT OF DETAILED SCHEME
- - - EXTENT OF OUTLINE SCHEME

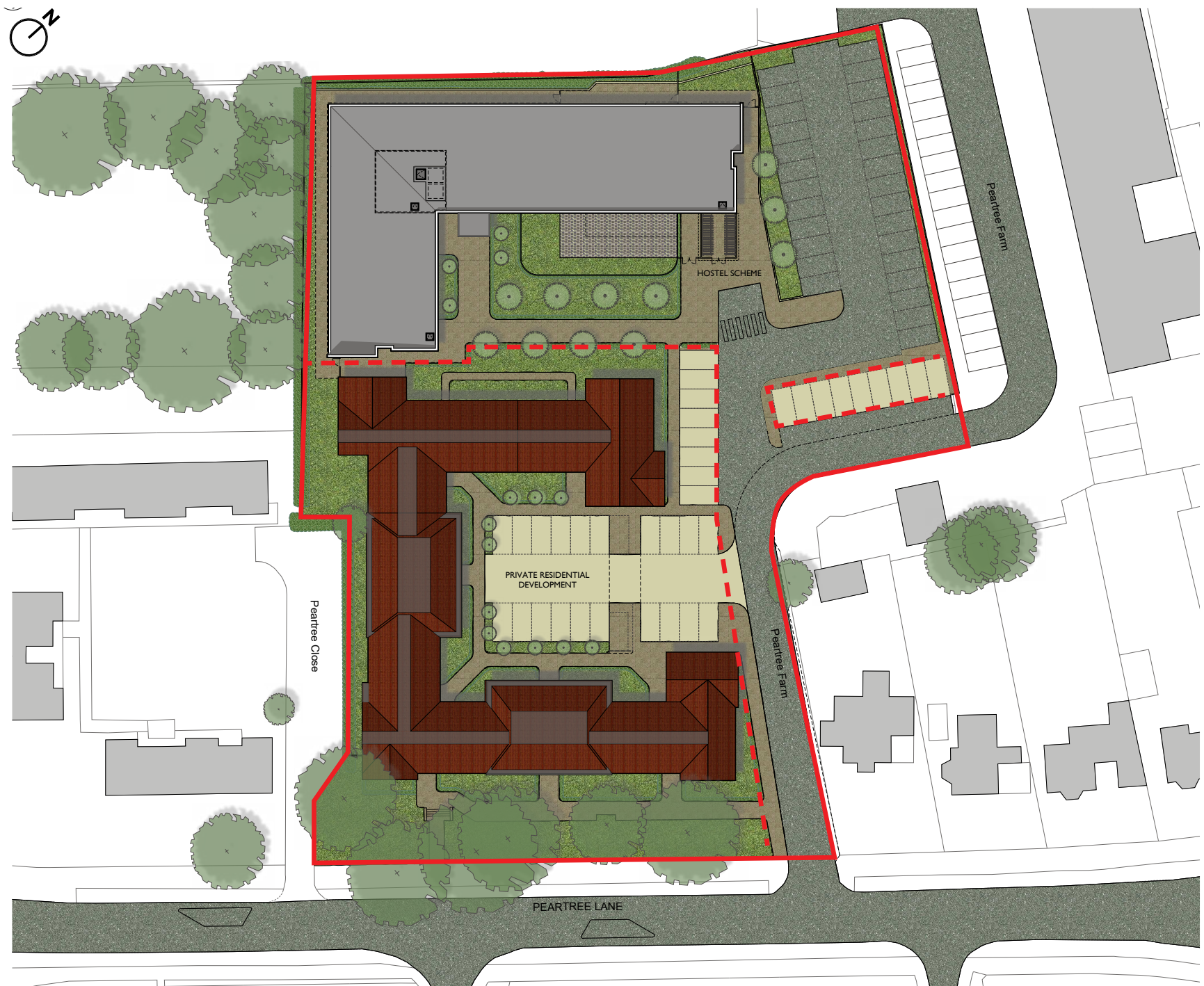


FIG 34. PROPOSED LAYOUT

6.2 SITE SECTION

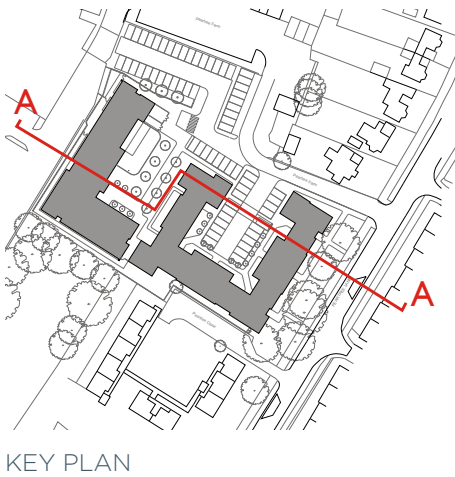


FIG 35. SITE SECTION

6.3 ACCESS, PARKING AND CYCLES

The access is retained from Peartree Lane, with the hostel entrance slightly repositioned to allow increased visibility for manoeuvring. The hostel car park is retained, providing 28 car parking spaces. There is unrestricted pedestrian access across the site with clear wayfinding routes. A cycle store with 34 spaces is proposed in a centrally accessible location.

A separate residential access is proposed, leading to a central parking courtyard, which is well overlooked. Further residential parking is proposed along Peartree Farm road, with a total provision of 39 spaces including a disabled parking space. Pedestrian access is provided from the parking courtyard. Pedestrian connections are also provided to the footpath on Peartree Lane. Communal cycle stores are provided with a provision for 43 spaces in accordance with the local authority requirement.

KEY

HOSTEL CAR PARKING

RESIDENTIAL CAR PARKING

BIKE STORES

DISABLED PARKING



FIG 36. ACCESS, PARKING AND CYCLES DIAGRAM

6.4 LIGHTING

External lighting installations offer the benefits of increased security and allow safer pedestrian and vehicular movements, while enhancing the visual appearance of buildings. Lighting should be of an appropriate intensity and generally directed downwards for illuminating paths, vehicular routes and other areas of concern. The purpose should be to incorporate safe and glare-free illumination of ground surfaces while being dark-sky conscious.

The adopted principles are generally in line with Secured by Design guidelines.

The lighting scheme to be well integrated, non-obstructive and should respond to the character of the area, this section aims to provide guidance for the strategy, and details to be dealt with as a condition.

This section identifies lighting scheme principals for four key areas within the development –

- Footpath and approach leading to hostel entrance
- Rear areas of the building, with limited passive surveillance
- Building entrances and amenity areas
- Car parks

The images alongside suggests the general character of the lighting scheme. Preference should be given to installations with low maintenance cost and discourage vandalism. Thought should also be given to location and height of installations to enable projection of sufficient light at the right heights.

KEY	
	FOOTPATH AND APPROACH
	REAR AREAS OF BUILDINGS
	ENTRANCES AND AMENITY AREAS
	CAR PARKING

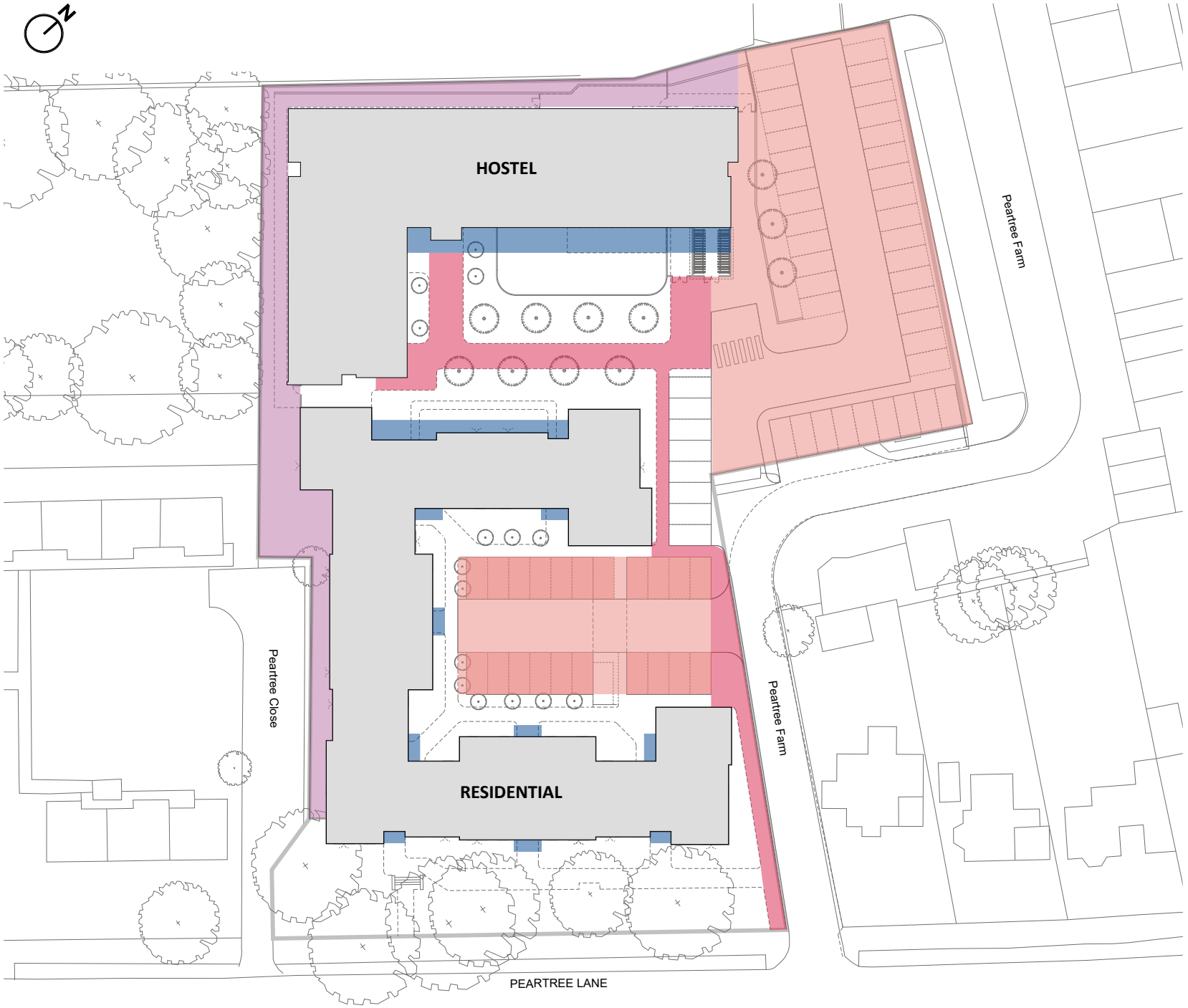


FIG 37. LIGHTING DIAGRAM

6.5 LANDSCAPE

The landscape scheme is integral to the site layout and provides an enhanced setting for the new development, which is in keeping with the Garden City ethos. The landscaping scheme is well integrated, non-obstructive and responds to the character of the area. This section provides guidance for the strategy, which should be developed in further detail at a later stage.

The scheme proposes hardscaping, such as, footpaths and shared surfaces; and softscaping with green areas, hedgerow and trees.

The amenity areas and bike store for hostel are fenced for security purposes. While the separation between the hostel and residential schemes is treated with softer elements of planting. The landscaping scheme adds interest and softens the car parking on the site. The existing line of mature trees towards the south east and hedgerow along the western edges are maintain the existing character of boundaries.

The developed scheme allows for natural surveillance and wayfinding and do not include potential hiding places. Preference should be given to species with low maintenance cost and which discourage vandalism. Thought should also be given to location and height of planting to create defensible spaces, maintain clear escape routes and enable safe manoeuvring of vehicles.



FIG 38. LANDSCAPE DIAGRAM

6.6 TRANSPORT

The site is located in a sustainable location and benefits from good transport accessibility by walking, cycling and public transport (both by bus and rail). A number of services and facilities are located within desirable or acceptable walking distance.

No existing road safety issues have been identified in the vicinity of the site and the proposals are not predicted to increase the risk for collisions. Car and cycle parking for the proposed units will be provided in compliance with the local standards. A parking survey at the existing hostel has demonstrated that the proposed provision for the reduced hostel would be sufficient to meet the anticipated demand.

Waste collection strategy was considered according to standards and best practice; collection would be undertaken with large refuse vehicles being able to access and manoeuvre within the site. The vehicular trip generation associated with the proposed apartments has also been estimated and has demonstrated that the impact would be negligible and balanced, in any case, by the reduction in size of the hostel and the removal of traffic movements associated with external companies using office space hired on site.

The Transport Statement concludes that the proposed development would be compliant with national and local policies. Importantly, it would not result in a severe impact and therefore there are no reasons why the application should be refused on transport or highways ground.

6.7 NOISE IMPACT

The proposal is to redevelop the existing buildings, currently comprising of flats, hostel rooms and offices. The new building will include the same uses with an altered layout. The proposal does not change the use of the site and it is understood that there has not previously been any known issues with either noise from surrounding uses or from noise emitted from the site.

The assessment of internal noise levels within the development and appropriate insulation values for façade constructions have been undertaken by comparing the rating level of sound from the industrial and commercial sound sources (where applicable) with internal criteria from BS8233:2014 (Guidance on sound insulation and noise reduction for buildings).

The example glazing and ventilation solution will ensure acceptable internal noise levels.

All garden areas would, overall, be within the guidelines set out in BS8233:2014 and the WHO Guidelines (World Health Organisation – Guidelines for Community Noise).

The criteria for fixed mechanical plant are as follows, this is in line with the NPPF (National Planning Policy Framework) and national policy:

“The rating level of noise emitted from all fixed plant and machinery shall not exceed the background sound level by more than 5dB when measured or calculated at 1 metre from the façade of the nearest noise sensitive property. The measurements and assessment shall be made according to BS 4142:2014.”

The criterion above is in line with recommended Government Policy. The criteria recommended in the pre application response is not considered to be reasonable and is inconsistent with the advice of the NPPF on the avoidance of “significant” impacts. An Environmental Noise Assessment is being submitted in support of this planning application and discusses the proposal in detail.



IMAGE 1 TRANSPORT FEATURES

6.8 ARBORICULTURE

The Arboricultural Implications Plan shows the constraint of the Root Protection Area (RPA) as a magenta circle or polygon around each tree or group of trees. The site has been designed to re-use the footprints of the existing buildings. However, there are two small incursions into the Root Protection Areas of Hornbeam 5476 (2.5% incursion) and Norway Maple 5471 (4% incursion). The incursions have been calculated with an allowance beyond the building line to account for foundation construction. Root loss of the magnitude calculated for both trees is easily tolerated by trees of normal vigour of the species noted and therefore unlikely to have any appreciable effect on the trees whatsoever.

Within the site, it will not be possible to retain Pear NT8 or the ornamental trees within the courtyard area. Of these trees, only the Indian Bean Tree 5475 is a higher Grade and although its loss is regrettable, it will in any case become too large for the site. The value of all the trees shown for removal is restricted to the site.

As such, it should be possible for the arboricultural elements to successfully aid and enhance a sustainable design which meets the requirements of local planning policy. Toward that end and to provide applicable details for mitigation and tree protection, an Arboricultural Impact Assessment and Method Statement is provided in support of the planning application.

6.9 ECOLOGY

The ecology report includes recommended ecological control and protection measures be undertaken to ensure:

- No harm comes to faunal species (unprotected species as well as protected and notable species);
- There is minimal habitat loss and disturbance;
- No harm comes to the adjacent habitats;
- Pollution risk is minimised;
- Ecological best practice is followed;
- Conformity with current planning requirements pertaining to wildlife; and,
- No breaches of current wildlife legislation

Based on the site proposals that include retention of mature trees and small landscaped areas, the following species-specific enhancements would be appropriate;

- Bats:
- Bat friendly planting in any soft landscaping, e.g. night scented species
 - Incorporate bat roosting features within the new building for species such as pipistrelles and brown long-eared bat.
 - Bat boxes installed on retained mature tree features.

- Hedgehog
- Ensure the developed area is permeable for hedgehogs through provision of wildlife highways
 - Provide potential future hibernation and nesting sites in soft landscaping areas.

- Birds:
- Boxes/integrated nesting features.



IMAGE 1 ECOLOGY FEATURES

6.10 SUSTAINABILITY

The Energy Assessment report has been prepared on behalf of the Applicant, ONE YMCA, by Stroma Built Environment, a construction consultancy specialising in sustainability, energy conservation and the application of renewable energy technologies.

The Energy Statement has outlined the proposed preliminary specification for the development and the resulting savings implemented by the energy efficient measures. A fabric-first approach has been taken to realise savings against the calculated baseline.

Additional energy and CO2 savings will be considered throughout the design of the development, and this report suggests that PV and ASHP's would be the most suitable technologies in this instance, the former probably being the most likely.

Therefore, the report results shows that the development proposals shall meet the applicable planning policies as detailed in Section 3 of the Energy Statement.

6.11 WASTE MANAGEMENT

The Waste Management Strategy report has been prepared on behalf of the Applicant, One YMCA, by WSP. It considers waste generated during the operational phase, with the overall aim of developing a strategy for legislative compliance and good practice in the separation, storage, and collection of waste arising.

Residents will be expected to separate their recycling from refuse within their own units. Two bin stores have been provided on the ground floor level for residents to deposit their refuse and recycling into dedicated 1,100 litre Eurobins. Dedicated space for bulky waste, such as furniture and appliances, has been allocated in each bin store for large waste items. Each hostel room will be provided with a dual bin for the separation of refuse and recycling. Separate bins will also be provided in the office areas and communal spaces, including the garden. A dedicated commercial bin store would be provided on the ground floor level.

The Waste Management Strategy has taken into account the need to lessen the overall impact of waste generation through the recycling of materials from the operational phase of the Proposed Development. The proposals set out in the strategy meet the requirements of relevant waste policy and follow applicable guidance.

6.12 DRAINAGE

As a Brown Field Site, a well-defined surface and foul water sewer is identified in Utility Survey. Both are discharging to the public sewer network of Thames water in the vicinity of the development Site.

Based on this infiltration rates, the proposed surface water strategy involves the division of the entire site into two catchment area and ultimately discharging the run-off via two separate cellular soakaway crates into underlying soil strata. For the rainfall event of a 1 in 100 return period plus allowable climate change, the proposal consists sub catchment A (0.23Ha) discharging to cellular storage crates volume of 216 cubic meter. Sub-basement B (0.24Ha) discharging into storage cates of 228cubic meter. A plan showing the proposed drainage strategy can be found in Appendices G of the Drainage Strategy Report.



IMAGE 1 EXISTING MATURE TREES

7.0 Hostel Proposals

7.1 BUILDING PLANS

The proposals include a new YMCA building with a clear and simple layout. The building entrance is centrally located and easily recognisable due to its dominant double height volume. In response to the client brief, an additional line of security is introduced through a secured entrance lobby. The reception desk is positioned to enable staff to monitor access to the lobby and a private meeting room can be accessed between the lines of security for initial meetings and consultations. Administrative offices are located adjacent to the reception.

The communal area provides a multifunctional space for the residents. This connects with a private residents' garden towards the front and a designated smoking area to the rear. A quiet room is provided with an associated quiet garden to the rear of the building. The circulation within and around the building allows for easy movement of large crowds, with clear escape routes and sight lines.

The proposed layout generally takes into account the recommendations of the Secured by Design guidelines. The scheme incorporates a mix of room typologies to accommodate different user needs, including accessible provision. Secure bin and bike stores are located near the site access and the existing car park is retained.



FIG 39. PROPOSED GROUND FLOOR PLAN

7.2 MASSING

Initial massing studies resulted in the proposal for a simple, contemporary 4 storey building. The reduced height of the building responds directly to pre application advice and the built form of the surrounding context. The form incorporates a carefully composed combination of recessed and projecting elements, with a clear expression of the entrance and communal areas.

The residents' garden and cycle storage are screened as part of the landscape strategy, however activity and planting within these spaces will still be visible from the public domain.



FIG 40. PROPOSED MASSING

7.3 ELEVATIONAL TREATMENT AND BAY DESIGN

The less public position of the hostel within the site provides an opportunity for the proposal to employ a contemporary configuration and material palette. The client was keen for the building to be robust and functional whilst making a bold architectural statement. The YMCA were keen for the scheme to be welcoming, uplifting and colourful.

The scheme responds to these client aspirations in the following ways:

- The building is generally constructed in brick
- A band of intricate brick patterning forms a plinth
- Brick patterning is also included above the entrance and on the ‘book-ends’ of the building
- Recessed window bays to ground floor communal spaces
- The composition of the recessed window varies in position and size
- The entrance and communal areas are generally glazed and the openings are framed with coloured frames and reveals

Proposed materials are shown on the elevations and described in the key. They are indicative only and are to be agreed by condition.



FIG 41. PROPOSED ELEVATION TREATMENT

7.4 SECTIONS



FIG 42. SECTION A-A

8.0 Residential Scheme

8.1 PROPOSED LAYOUT

The outline proposal for the private development comprises 43 residential units, with a mix of 1 and 2 bedroom flats. All details of this element of the scheme are retained for future determination as reserved matters, except means of access.

The outline design respects the proximity of neighbouring properties and attempts to minimise adverse impact on the privacy of the existing units. The layout is designed to respect and benefit from the proximity to existing mature trees. The scheme creates opportunities to encourage passive surveillance of proposed car parking, amenity areas and access routes. Dual aspect flats have been included to allow passive ventilation and reduce reliance on mechanical ventilation. Dwellings have been sized to achieve the Nationally Described Space Standards. Access and escape routes are designed to allow safe segregation of vehicular and pedestrian traffic. The bin stores are located to provide optimum drag distances, with provision of 2 bins stores including recycling provisions and space for bulky goods storage. The layout allows provision for 43 cycle spaces and 39 car parking spaces including an accessible space to ensure adequate compliance.



FIG 43. INDICATIVE GROUND FLOOR PLAN

8.2 DESIGN PARAMETERS



FIG 44. STOREY HEIGHTS

The storey heights are informed by the assessment of impact on the neighbouring properties and the proposed hostel development. As identified in the above diagram, the residential units are distributed into following blocks -

- Block A - 2 storey
- Block B - 3 storey
- Block C - 2 storey
- Block D - 3 storey
- Block E - 4 storey
- Block F - 3 storey



FIG 45. INDICATIVE HOUSING MIX

The development allows for 43 units with a mix of 1 and 2 bed apartments. As a guide to ensure optimum space utilisation, the following provision may be accommodated -

- 1 Bed units - 18
- 2 Bed units - 25

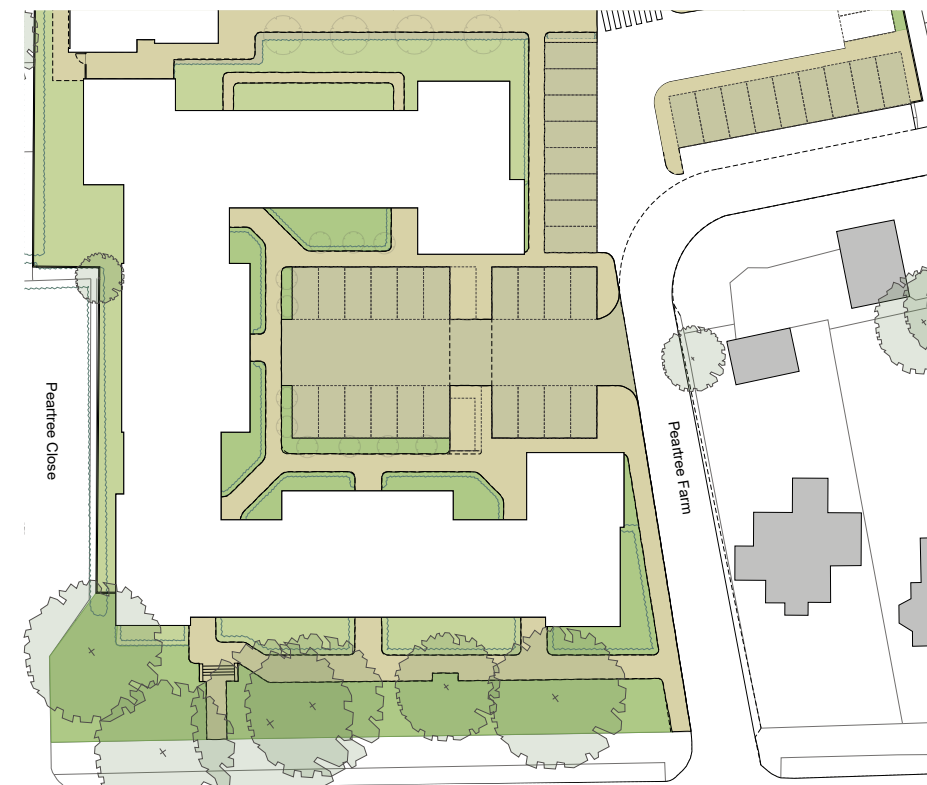


FIG 46. OPEN SPACE PARAMETERS PLAN

As discussed under landscaping section, the layout is designed to enable an integrated landscape scheme. A combination of hard and soft landscape elements define the available open space.

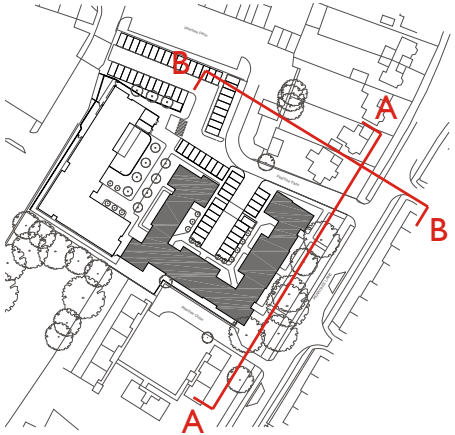
8.3 STREETSCENE



FIG 47. STREETSCENE A-A ALONG PEARTREE LANE



FIG 48. STREETSCENE A-A ALONG PEARTREE FARM



KEY PLAN

8.4 ILLUSTRATIVE MATERIAL PALETTE

It is proposed that the residential scheme, facing onto Peartree Lane, should be designed to retain the character of the local residential vernacular. This element of the scheme is outline at this stage, however it is proposed that architectural details such as Flemish bonding brickwork and materials including tiled roofs, red brick and white fenestrations should be incorporated.



IMAGE 1



IMAGE 2



IMAGE 3



IMAGE 4

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