

LONDON

REVIEW PANEL

Director
DP9

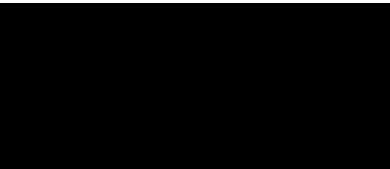
18th October 2024

Dear [REDACTED]

London Review Panel: Trout Road

Please find enclosed the London Review Panel report following the design review of the Trout Road on the 1st October 2024. I would like to thank you for your participation in the review and offer ongoing Mayor's Design Advocate support as the scheme's design develops.

Yours sincerely,



[REDACTED] (Chair)
Mayor's Design Advocate

cc.
All meeting attendees
Jules Pipe, Deputy Mayor for Planning, Regeneration and Skills
Philip Graham, Executive Director of Good Growth, GLA
Louise Duggan, Head of Regeneration, GLA

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REVIEW PANEL

Report of London Review Panel meeting for Trout Road, LB Hillingdon

1st October 2024

Review held in person.

Site visit took place ahead of the review on the 1st October 2024

London Review Panel

[REDACTED]
MDA (Chair)
MDA
MDA

Attendees

[REDACTED]
C&G (Client)
C&G (Client)
DP9
DP9
DP9
London Borough Hillingdon
London Borough Hillingdon (AD Planning)
London Borough Hillingdon (DM Team Leader)
London Borough Hillingdon (Design Officer)
Patel Taylor Architects
Patel Taylor Architects
GLA Design Unit (Design Officer)
GLA Design Unit (Panel Manager)
GLA Planning (DM Case Officer)

Report copied to

Jules Pipe	Deputy Mayor for Planning, Regeneration and Skills
Philip Graham	GLA Executive Director of Good Growth
Louise Duggan	GLA Head of Regeneration

Confidentiality and publication

Please note that while schemes not yet in the public domain, for example at a pre-application stage, will be treated as confidential, as a public organisation the GLA is subject to the Freedom of Information Act (FOI) and in the case of an FOI request may be obliged to release project information submitted for review. Review reports will target publication to the London Review Panel webpage six months following the review unless otherwise agreed.

London Review Panel comments

Summary

The panel commends the design team's intention to improve the benchmark of design quality in the local area.

The panel supports the proposal of a predominantly pedestrian central route through the site, connecting the High Road with the Grand Union canal path. In developing this concept, the applicant team should consider user clashes that may occur as a result of the street layout.

The panel agrees that the overall scale and height of the proposed development is contextually appropriate.

The panel raises environmental design issues that should be addressed at this early stage in the design process, such as the low percentage of true dual aspect homes, and a concern about air quality where windows are positioned adjacent to the canal, as canalboat emissions pose health risks.

The panel commends the desire from council and applicant to bring forward a residential development of real quality.

The panel encourages LB Hillingdon to think about how they can safeguard quality beyond granting of full consent, in a changing context or post consent.

The panel would like to offer further support on the evolution of such a significant scheme for the local area.

Site layout

- The panel thinks that creating a route from the high street to the canal through the site makes a good foundation, particularly given the lack of open space in the area.
- The site has no natural frontage, and the proposed central spine helps to create this.
- The panel thinks that the access route to the green central spine, between buildings on the high street needs attention to ensure that its quality and character create a safe feeling of welcome. This should be considered with its adjacency to light industrial uses in mind.
- The panel is concerned that the environmental design challenges are not addressed to an acceptable level of resolution in this iteration of the masterplan. It points out conditions that should be avoided, like the planning of single aspect units.
- The panel challenges the introduction of vehicular access to Trout Road given the proximity to the proposed residential mews at this location and a resulting lack of privacy to these homes.
- More clarity and definition on fronts and backs is needed in the masterplan.
- The panel finds the Mews routes detract from the legibility of the central green link as the point of focus on the site. The Mews' have a cul-de-sac quality, as opposed to streets.
- The panel suggests that removing east-west routes would control permeability and eliminate the creation of potentially unsafe back alleys.
- The panel thinks that the placement of bike stores gives the street/mews a 'back of house' feeling, and it highlights a missed opportunity for children's enclosed play space where triangular Bike stores have been planned.

- The panel thinks that there has been a departure from the initial concept in the translation from the diagram to the distribution of housing typologies. The clarity of two perimeter blocks with clear fronts and backs should be brought through more strongly at this level of definition.
- The configuration of street layouts, vehicular access, frontages, single aspect homes, and public realm in the northern part of site around Caxton House and Onslow Mill needs to be reconsidered.
- Lack of overlooking on Onslow Mill could attract antisocial behaviour and the design team should seek to diminish this possibility through their design.
- The panel supports the placements of duplex homes on ground floors.
- The panel highlights that there is no commercial space on this stretch of Grand Union canal, other than that which is proposed for this site. The panel urges the applicant team to ensure the commercial space on the canal is viable, exploring tenure and delivery models.
- The panel suggests that the applicant team looks at Greenford Quay Build-To-Rent scheme as a precedent project which unlocks social spaces along canal.

Scale, height, and massing

- The panels comments on this theme are limited and in line with the information presented during the review.
- The panel is positive about the architectural expression of chamfered pavilion block forms shown in illustrations; the warehouse-style is in keeping with the canal-side character.
- The panel comment that the 4 storey proposed heights on the high street are oversized within the current context, but that with the consented taller schemes in consideration, they would be in keeping with a future context.
- The panel thinks that 6-9 storeys adjacent to the canal seems more contextually appropriate than 11 storeys, unless backed up by wider context. However, a single 11 storey building could be a good landmark for the route between the station and the high street that the masterplan seeks to embed.
- The panel pointed out that the capacity and tolerance of height is linked to quality and character of green space.

Accessibility and inclusion

- The panel cannot comment on this theme as information was not presented, however, it acknowledges that consultation needs to happen in the next phase.

Landscape and public realm

- The canal is an underutilised green asset in this area, and the panel fully endorses investment in reinforcing it through this scheme.
- The panel promotes the importance of introducing passive surveillance to creating a sense of safety in the public realm.
- Canalside green spaces should be considered at in greater detail, at this early stage to ensure that they are embedded in the principles of the masterplan.

- The design team's CGIs of the ground floor canal environment give a good impression of the intended look and feel; producing the same for all key character areas will help to define each type of space and promote greater legibility and use.

Residential quality

- Comments on this topic are reserved for future review.
- The panel urges the applicant team to explore options and factors which affect deliverability to ensure that an ambitious consent can be converted into delivered scheme.

Next Steps

The panel thanks the applicant for its clear presentation of the scheme and is available to review the scheme again if requested to do so by the GLA.