

1 Introduction

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1.1 Preface

This Design and Access Statement is submitted in relation to the development proposals for the land south of Hayes and Harlington Station on behalf of Buccleuch Property. It forms part of a suite of documents that support the planning application and sets out the design aspirations, proposals and requirements of the design team.

1.2 Purpose & Structure

This report accompanies the full planning application that proposes the demolition of the existing industrial sheds that currently occupy the site and the erection of a residential-led development, described in the next section.

It should be read in conjunction with all other documents submitted as part of this application and is structured in five sections:

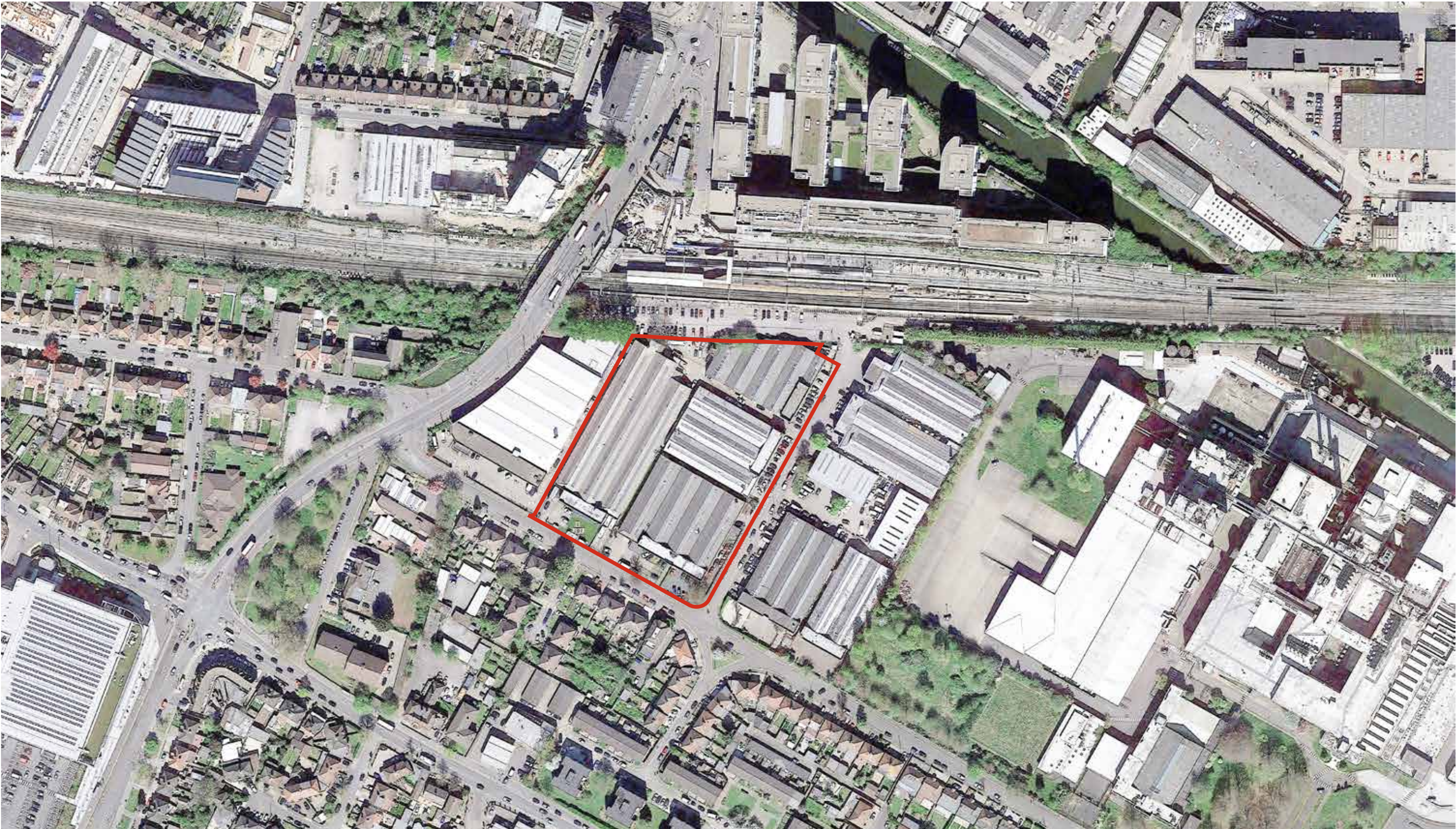
1. Introduction; which outlines the structure of the document, the masterplan objectives and summary of the development, the project team structure, the design process and the relevant planning policy context.
2. Site Analysis; which considers the site in its regional, metropolitan and local context, explains the history of the site and more recent changes to the area, documents heritage and townscape considerations and maps factors relating to land-use open space and transport connectivity.
3. Masterplan Proposals; which describes the masterplan and site-wide strategies for the public realm, movement through the development, massing and scale, landscape, land-use, the themes behind the appearance of the development.
4. Detailed Proposals; This section describes the architectural design of the individual buildings and their layouts, attributes and qualities.
5. Access Statement; which documents the development's approach to inclusive design across the masterplan proposals.

1.3 Executive Summary

The proposals respond to three key aspirations for the site:

1. Create a vibrant and engaging residential-led development that responds to context and is organised around a series of public and private green spaces.
2. Stimulate movement through the development, creating access where there is currently none, and connect new and existing residents to a network of routes and spaces that respond to the station and the future Elizabeth Line.
3. Promote wider principles for a cohesive design to the lands south of Hayes and Harlington Station and reflect and enable new development.

The site extends to 1.5ha and consists of a series of 1 and 2 storey industrial buildings. The development proposals seek to demolish these and build two sets of residential buildings organised along Nestles Avenue and a new greened east west route respectively. The buildings reduce in scale towards the south offering good solar exposure and are gathered around new green spaces both public and private in nature. The number of new homes total 474 and small amounts of retail, restaurant and business studio space are included to activate ground levels and ensure the buildings positively respond to the new public spaces.



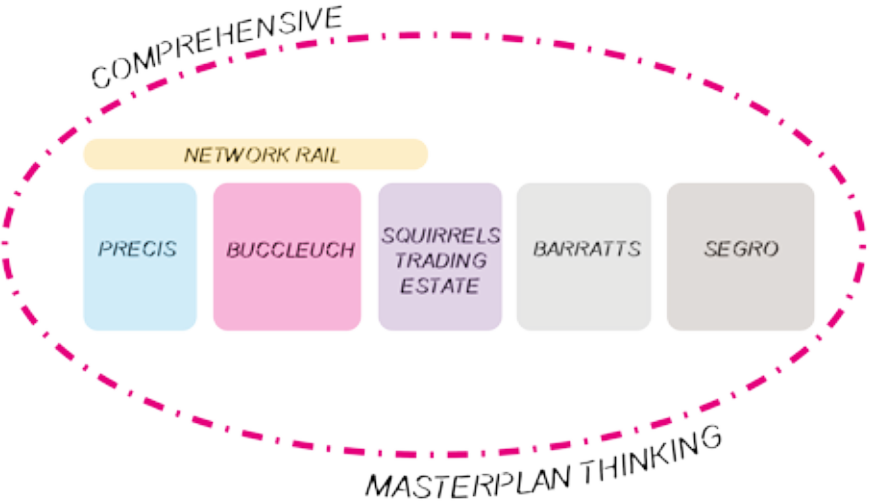
1.4 Design Process

Buccleuch Property, Farrells and Carter Jonas have a longstanding understanding of the site and its wider setting as part of the land south of Hayes and Harlington Station.

In 2015 the team first met with the London Borough of Hillingdon to discuss masterplan proposals for combined landholdings, including Segro, Precis, Buccleuch and Network Rail; tabling a masterplan that sought to consider the lands holistically. Even at this stage East/West connectivity and the significance and sensitivity of Nestles Avenue was understood and established.

Upon the formation of a JV between Segro and Barratts, Farrells then prepared combined designs for the Precis/Buccleuch Property sites before being appointed directly by Buccleuch Property to bring forward development proposals for their own holding. These initially included the car park site owned by Network Rail and an extensive process was undertaken to try to form a JV to bring forward a scheme that included the lands adjacent to the station. After a year this process was stopped, as Network Rail were unable to offer the car park site as a developable piece of land and the design team concentrated on the proposals and site explained within this document.

The longstanding development of ideas, the relationships built over time and design team's natural tendency to collaborate and look beyond the red-line have resulted in Farrells and Carter Jonas continuing the dialogue with the design teams appointed by Barratts/ Segro and Precis respectively to promote a joined-up approach.



Early masterplan proposal for complete lands



Early scheme for combined Precis / Buccleuch Sites

1.5 Client

With offices in Edinburgh and London, Buccleuch Property has a market exposure of circa £250m through a UK-wide investment portfolio, a range of development sites with a pipeline in excess of 2.5 million sq ft and a strategic land portfolio with over 12,000 consented residential units.

1.6 Professional Team

A full and experienced design team has been appointed by the Client to deliver the proposals.

- Architect - Farrells
- Planning Consultant - Carter Jonas
- Landscape Architect - Exterior Architecture
- Project Manager - Gardiner & Theobald
- Services Engineer - MTT
- Structural Engineer - Heyne Tillet Steel
- Sustainability Consultant - MTT
- Fire Engineer - Jeremy Gardner Associates
- Environmental Consultant - Waterman
- Transport Consultant - Alan Baxter
- Inclusive Design and Access - Peter Connell Associates
- Access and Maintenance - Access Advisors
- Daylight and Sunlight Consultant - Eb7
- Community Engagement Consultant - Curtin & Co
- Cost Consultant - Gardiner & Theobald
- Market Housing Consultant - Carter Jonas / Savills
- Affordable Housing Advisor - Carter Jonas
- Principal Designer - Gardiner & Theobald
- Viability Consultant - Carter Jonas

1.7 Consultation Process

Buccleuch Property hosted two public exhibitions, on Thursday 8th March between 3.30pm – 7.30pm and Saturday 10th March between 10am – 2pm, at the Staycity Hotel, Station Approach, Hayes. The exhibition venue was chosen as it is well known locally and overlooks the site. Invitation leaflets were distributed to approximately 1,600 of the closest residents and businesses, as well as the three ward councillors.

Despite advertising the event to over 1,000 households, the exhibition was only attended by twelve residents across the two days. Attendees were able to view proposals, speak to members of the project team and provide any feedback or comments. Feedback could either be sent after the exhibition using Freepost envelopes or completed on the day. Prior to the feedback deadline, only two pieces of feedback were completed.



Consultation event with models and drawings

1.8 Planning Policy & Guidance

The adopted Development Plan for the London Borough of Hillingdon comprises of the following suite of documents:

- The London Plan (published March 2016, consolidated with alterations since 2011);
- The Hillingdon Local Plan: Part 1 – Strategic Policies; and
- The extant 2007 Saved Unitary Development Plan policies adopted as the Hillingdon Local Plan: Part 2.

The Council is currently undertaking a review of its Local Plan Part 2, with the intention of ensuring that its adopted site specific allocations and development management policies reflect the strategic regeneration aspirations for the area. Consultation has already taken place on the relevant emerging documents, with their submission to the Secretary of State for Examination in Public expected shortly. As these documents have been through a number of public consultation exercises, considerable weight should be given to them.

The Draft London Plan was published in November 2017 and was subject to consultation until March 2018. As this moves towards adoption, more weight should be given towards the policies contained within it.

The site is allocated as a protected industrial and business area in the Council's 2007 Saved Unitary Development Plan policies. However, there is an emerging land use policy context for the site and surrounding area, set out in the emerging Local Plan. Proposed site allocation SA5 – Land to the South of the Railway – promotes the site for comprehensive redevelopment. Therefore, significant weight should be afforded to the emerging policy position.

Redevelopment of the site for mixed use is further supported by its siting in Hayes, which is identified as a key area of strategic growth and forms part of the London Plan Heathrow Opportunity Area.

In addition, in March 2016, the Mayor selected Hayes Town Centre as one of 31 new Housing Zones in London. A total of £600 million in funding has been made available by the Mayor and government for

the construction of 75,000 new homes. Within the Hayes Housing Zone, which extends to 238 hectares, it is expected that circa 2,788 new homes will be delivered, including 847 affordable dwellings.

In conclusion, the site comprises of low rise industrial units located on brownfield land, the redevelopment of which for mixed use development is supported by emerging local and regional planning policy.

Please refer to the Planning Statement which accompanies this application for details on the various planning policies relevant to the site and the proposed development.