

DESIGN AND ACCESS STATEMENT

For

BRITISH AIRWAYS PENSION FUND

At

HAYES BRIDGE RETAIL PARK, HAYES

POD UNIT DEVELOPMENT.

URB-PU A3 00 01-D00
PLANNING

Revision	Comments	Date
A00	Issued for Team Comment	08.03.2018
D00	Formally Issued	21.03.2018

Note:

This schedule is to be read in conjunction with the Architects drawings provided with the Planning application.

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1.0 INTRODUCTION

This Design & Access Statement has been prepared by Urban Edge Architecture on behalf of British Airways Pension Fund and is submitted to London Borough of Hillingdon Council in support of a planning application for the proposed construction of an A3 pod unit at Hayes Bridge Retail Park, Hayes.

1.1 Scheme Objectives

- To enhance the existing uses of Hayes Bridge Retail Park by providing a new A3 pod unit.
- Provide employment opportunities for local people during construction and in completion.

2.0 LOCATION, SITE AND CONTEXT

2.1 Location

Lat 51° 30' 47.0" N
Long 0° 23' 38.0" W

Hayes is a town that is located in West London, within the county of Middlesex, South East England. The town sits to the South East of Uxbridge, North of Heathrow Airport and West of the suburban district of Southall.

The site itself sits to the far east of Hayes, alongside Yeading Brook, a border between Hayes and Southall. Hayes Bridge Retail Park is approximately 3.5 miles North East of Hayes High Street, which is located in the Harlington District. Bordering the site to the North is Uxbridge Road, a main East-West road that passes through Hayes, followed by large residential areas. Directly East of the site is Yeading Brook which runs the entire length of the western site boundary, and across this there are industrial and retail units. Further industrial and retail units are located to the South and West of the site, as well as a hotel and restaurant facility which neighbours the site to the North West along Uxbridge Road.

2.2 Site

Hayes Bridge Retail Park comprises of nine retail based outlets, 462 parking spaces for visitor use and 27 staff parking spaces in the service yard.

There is one vehicular access point for visitors to the park, and one for access into the unit service yards. The visitor vehicular access and exit point is located mid-way along the Northern site border, it stems directly from Uxbridge Road (A4020). The entrance and exit into the service yard is found to the far West of

the Southern site boundary via Bullsbrook Road. Bullsbrook Road in turn is reached via Springfield Road which stems from Uxbridge Road.

Pedestrian pathways run along either side of Uxbridge road, with one bordering the Northern site boundary. Two further paths then branch from this into the site, with the path to the East extending toward Unit 8, and the path to the West extending along the front of the retail terrace until reaching Unit 7B.

2.3 Context

Uxbridge Road is the only road that borders the visitor area of the site, meaning any views gained from the public are from the North. These views are relatively clear with only a few elements of tall vegetation. Enhancing the views further, the site sits lower than Uxbridge Road, gently sloping down towards the South.

3.0 PROPOSALS AND DESIGN

3.1 Use

Eight of the existing nine units on site are all categorised as A1 use with the other being of A2 use. With the proposed A3 pod unit the retail park will have a more diverse range of attractions, enhancing its appeal to the public.

3.2 Area of Proposal

The application proposals are for a standalone pod unit with a gross internal floor area of approximately 1,223 sq.ft, and an adjoining bin store/plant room.

3.3 Site Layout Principles

Careful consideration has been given regarding the overall height and siting of the pod unit as to not adversely impact upon the visibility of the other tenants in the retail park. The pod will benefit from its position close to the retail park's entrance, as it will have good visibility from the nearby traffic routes. Also benefiting the pod unit is the current lack of A3 units on site, and the limited amount of A3 units in nearby areas.

The site will largely remain as existing. The pedestrian paths that border the A1 units will all remain untouched. There will be a slight car park reconfiguration to the west of the proposed unit, with the loss of two parking bays and inclusion of an end of bay pedestrian walkway. Six parking bays directly adjacent to the proposed unit will also be replaced with paving which spans along the south and west of the unit. With this new pathway linking to the retail terrace, a new parking bay will be added to the existing row adjacent to the units entrance. Elsewhere on site, two further end of bay planting areas will be reduced to

accommodate new parking bays, and the raised planting along the eastern site border will also be reconfigured to include an additional parking space.

3.4 Building Layout Principles

The pod unit has been orientated with a focus on the existing retail terrace and wider car park. All of the units glazed shopfront faces towards the west and south, allowing for extensive views of the wider retail terrace and car park. The pod unit's entrance is positioned along the West facing façade, facing the existing retail terrace and linking to proposed pedestrian walkways between to the units.

The pod unit's external walls have been positioned as to offset against the existing site parking, landscaping and roadways. In doing this the pod unit has a strong presence from the car park roadways and pedestrian pathways, without obstructing travel routes and views of the wider retail park.

3.5 Appearance

The proposed pod unit has been designed to respond and relate to the site in which it is located, both in scale and also in Architectural language.

The unit is modern in design with a sloping roof and clean linear features. Predominantly grey tones, that link to those used on the existing retail terrace cladding, will allow the unit to stand out but not detract from the other units on site. Horizontally laid timber cladding and louvres will be implemented in the signage areas on the West, South and East facing facades, highlighting these zones in a neutral way and linking to the neighbouring site vegetation. A sloping roof canopy also works to emphasise the unit's entrance point.

3.6 Landscaping

As previously stated, new pedestrian pathways and external seating areas are to be incorporated to the West and South perimeter of the proposed unit. As well as a new pedestrian pathway proposed in place of two existing parking spaces to the West of the unit. In order to gain back some of the parking lost, four new parking bays are being proposed elsewhere on site which will cut into a small amount of existing low level vegetation.

New road markings, such as zebra crossings, are to be implemented on site as to promote safe pathways for pedestrians and guide traffic flow.

There is also the proposed removal of two existing trees directly where the unit is to be located.

4.0 ACCESS

The access points to the site, both vehicular and pedestrian, are to be maintained as existing. The units will continue to be accessible by all transport roads, car park and footways and meet DDA requirements.

4.1 Links to Public Transport

The site is very well served by public transport with bus services that run along Uxbridge Road in to Yeading, Uxbridge, Acton and White City. There are bus stops directly East of the sites vehicular entrance point, and traffic light controlled crossings allowing for safe passage between the two. Hayes and Harlington Train Station is approximately 2 miles South West of the retail park, with Southall train station being approximately 1.2 miles to the South East.

4.2 Cycle Routes

There are cycle routes that run along the North of the site along Uxbridge Road, with five existing cycle racks by the entrance of Unit 2.

4.3 Road Network

As established, Hayes Bridge Retail Park is accessed via Uxbridge Road. Travelling East along Uxbridge Road leads to the A3220 with more access in to central London. Travelling West along Uxbridge Road leads to the A312 which soon leads to the M4 if travelling South. The M4 in turn allows for access further into central London or West onto the M25, which runs along the Western and Southern edge of London.

5.0 SUSTAINABLE DEVELOPMENT

5.1 Sustainability

Land is a finite resource, so it is vitally important to reclaim and redevelop underutilised space to bring them back into effective and beneficial use. We aim to deliver a development that is in accordance, as far as is practicable, with best practice principles of sustainable development, and the scheme has been designed to positively contribute to long term objectives of environmental protection and resource management.

Several sustainable practices are proposed to be incorporated within the shell works. These include:

- All materials will where possible be obtained from sustainable sources and contain no CFC, HCFC and HFCs.

- The Main Contractor and site are to be registered with CCS and achieve a Considerate Constructors Scheme rating over 30 “a very good site”.
- The Main Contractor is to run the CSCS scheme on site to ensure all personnel on site are adequately trained in the relevant health and safety requirements.
- In decoration, water based/low VOC paints will be used in lieu of oil based paints where possible.

5.2 Site Waste Management Plan

In accordance with current legislation we will be implementing a site waste management plan as required for the contractor and all materials removed from site will be reused and recycled where possible.