



Prepared on behalf of

Design and Access Statment

Sandow Crescent and The Former Victoria Pub, UB34QH
November 2021

FJC Developements Ltd
and
North Hyde Investments Ltd

CREATE
DESIGN + ARCHITECTURE



View towards block 2 at rear of site

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1.0 Introduction

This document has been prepared by Create Design Ltd on behalf of FJC Developments Ltd and North Hyde Developments Ltd. Located in Hillingdon on North Hyde Road the site stretches back towards Nestles Road and has foot path access through to Sandow Crescent.

This application comprises a residential proposal consisting of 2 residential blocks totalling 41 flats (4x studio, 7x 1 bed, 20x 2 and 10x 3 bed).



Site Location and Context

2.0 Opportunities and Constraints

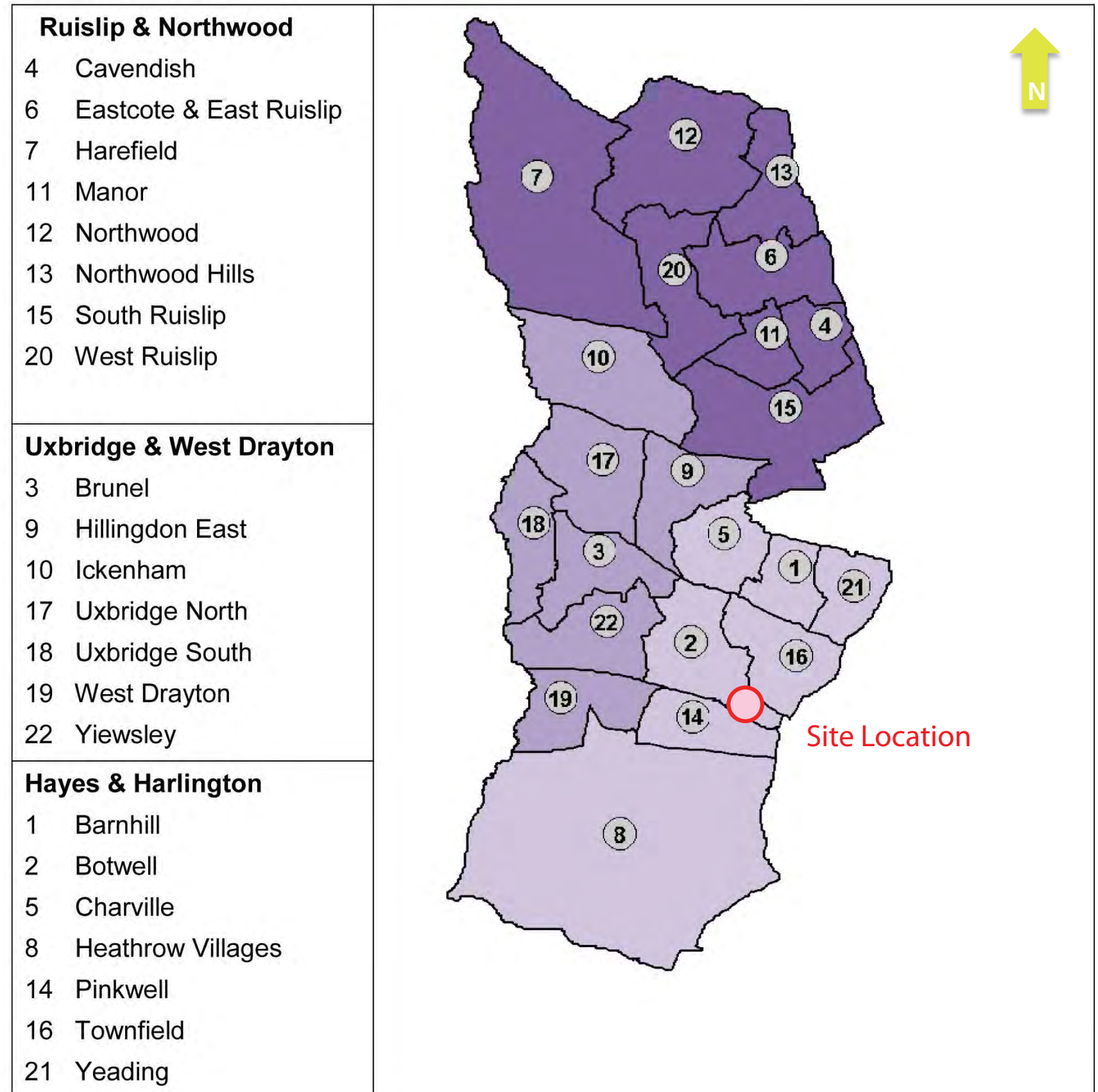
Site Location

Located in the London borough of Hillingdon the site is located within the Botwell ward of Hayes and Harlington. The site is located a few hundred meters to the south of Hayes and Harlington train station.

The site itself consists of the former Victoria pub and a series of parking garages to the rear from which there is a pedestrian link through to Sandow Crescent.



Hillingdon Location Map in Greater London



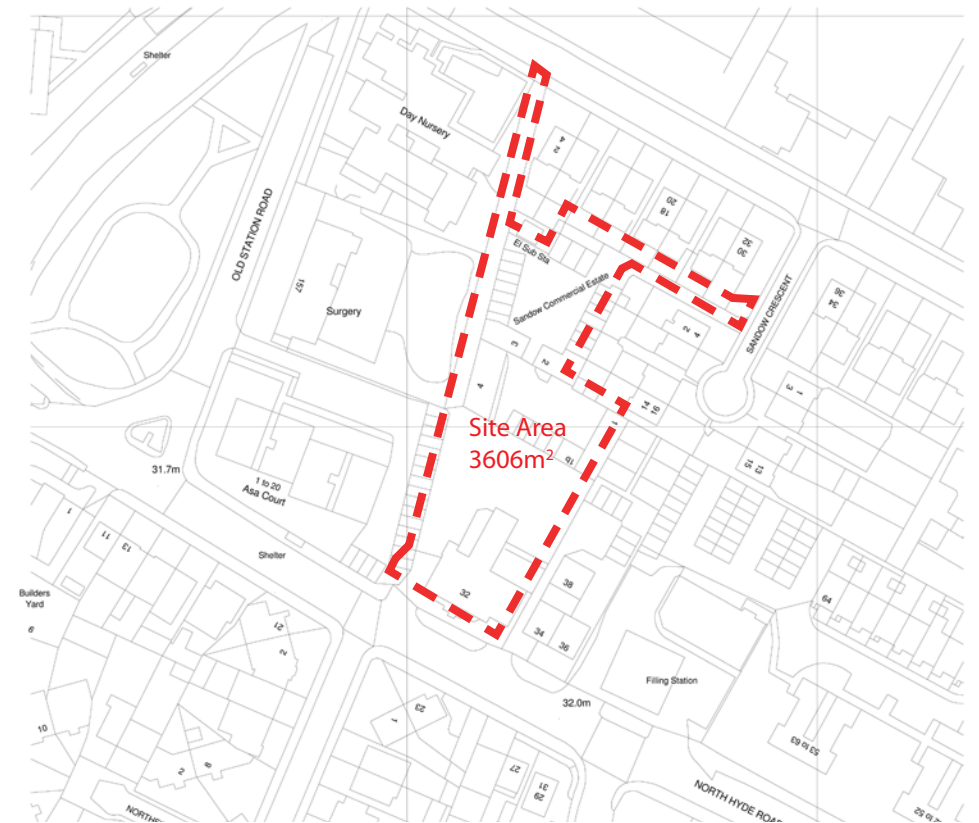
Hillingdon Locality Profile

2.0 Opportunities and Constraints

Site Location and Area



Site Location Aerial Photograph



OS Map with Site boundary and Area

2.0 Opportunities and Constraints

Site Demise Areas

The site consists of two principal ownerships: the former Victoria Pub and Sandow Garage sites.

The Strip shown with a blue dotted outline is subject to restrictive covenants and a right of way. This area is currently inaccessible and overgrown and the intention is to open this up and bring it back into use.

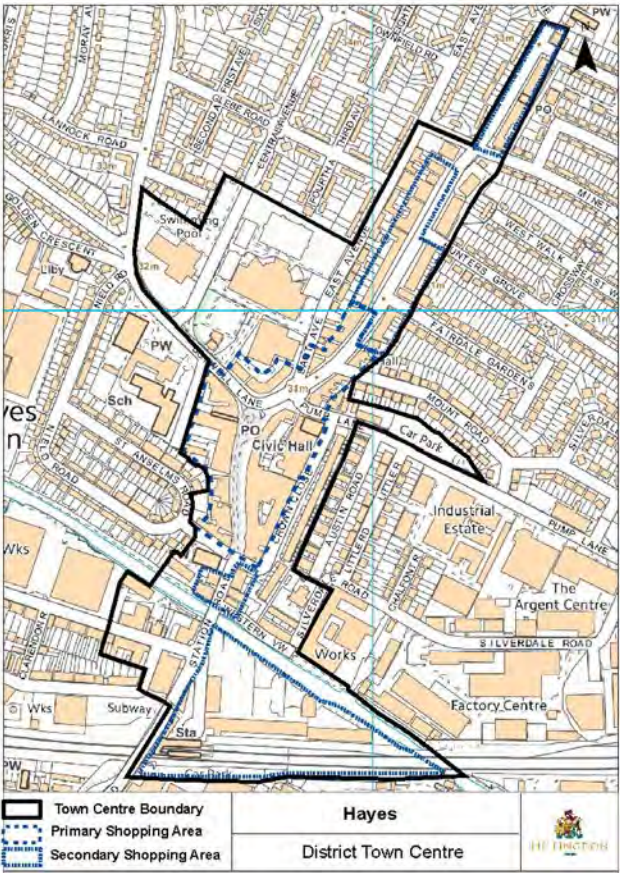


Site Demise Areas

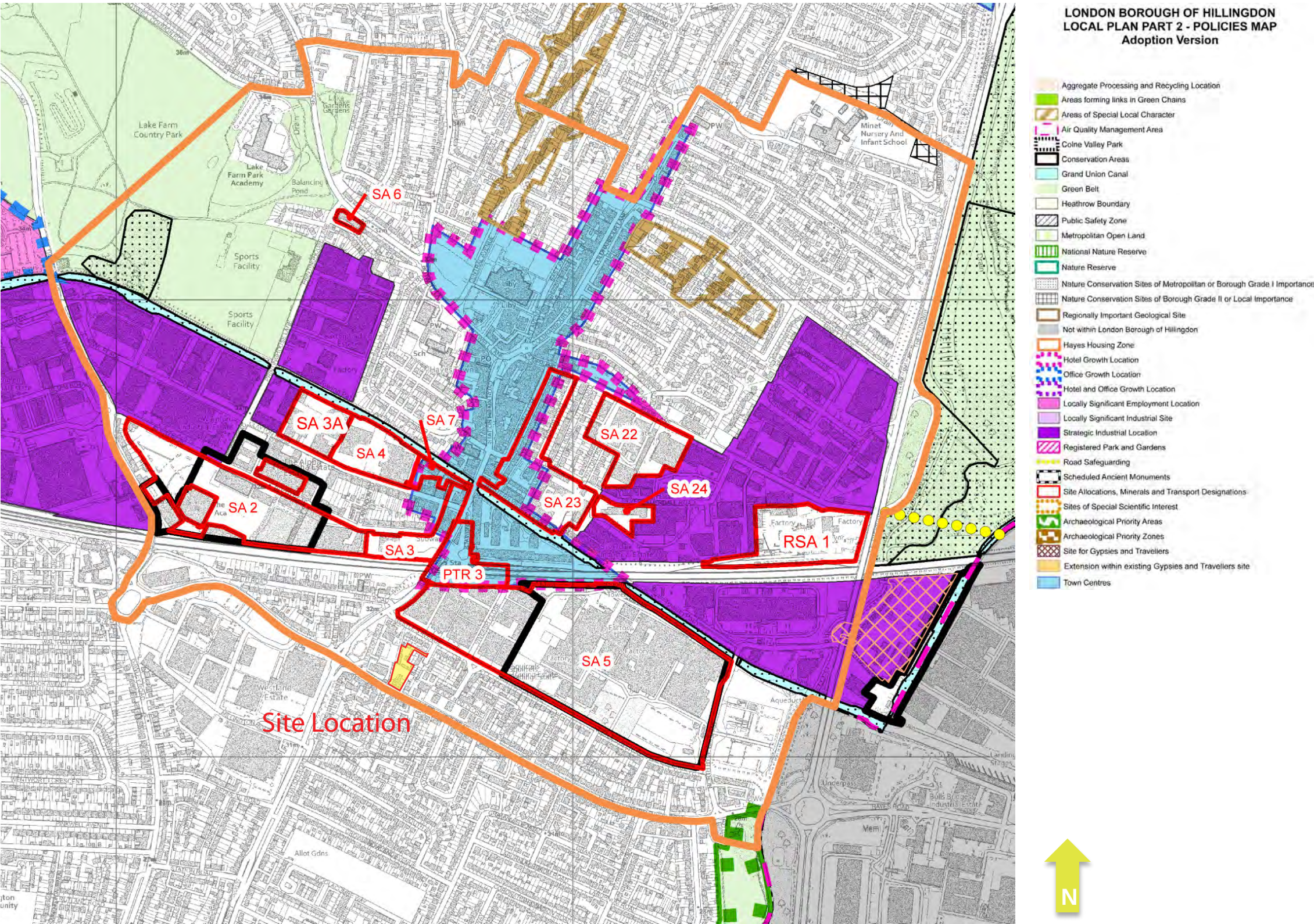
2.0 Opportunities and Constraints

Local Plan and Surrounding Areas

The adjacent plan illustrates where the site sits within the local site plan, relative to the town centre and its location on the southern edge of the Hayes Housing Zone.



Town centre located to the north of the site

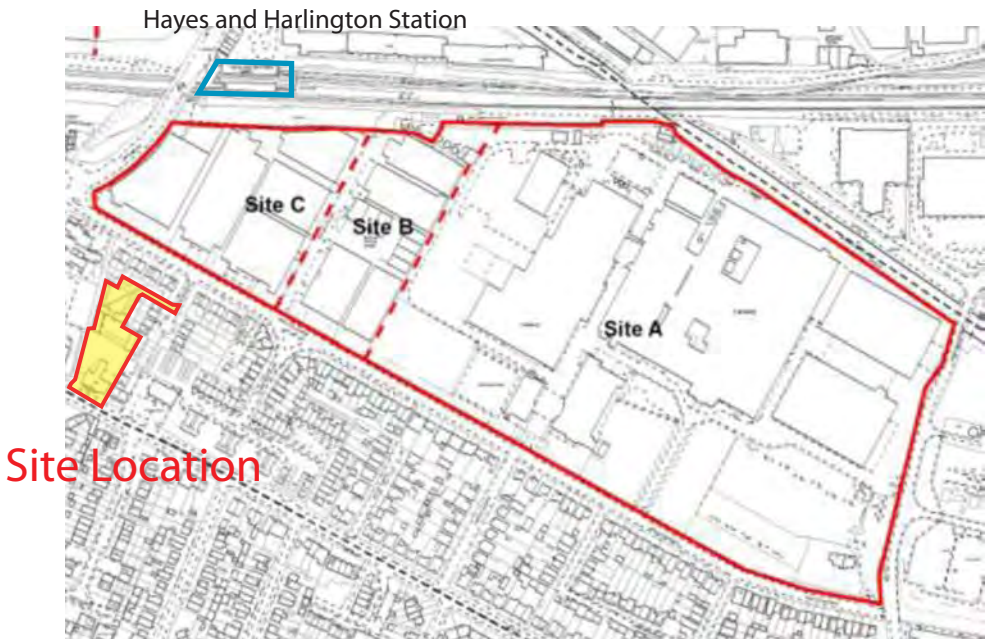


Local Plan Policies Map showing site relative the former Nestle site (SA5), the railway line and Hayes town centre (blue)

2.0 Opportunities and Constraints

Local Plan and Surrounding Areas

Policy SA 5 addresses the phased development in the large tract of land to the north of the site bounded by Nestles Avenue. This consists of large residential blocks such as Hayes Village illustrated under construction below.



Site relative to SA5: identified for strategic development ~1800 new homes



Hayes Village residential block under construction on the former Nestles site (Site A)

POLICY SA 5: Land to the South of the Railway, including Nestle Site

This is an important strategic site for Hayes town and the Borough as a whole. The Council will support proposals that meet the following criteria:

Site A

- The provision of 1,000 residential units. Higher density development should be located along the canal frontage.
- The provision of B8 and small scale commercial uses that support residential development.
- The provision of appropriate community infrastructure to support the overall quantum of development, including health, children's services, community and sport/recreation facilities as necessary.
- Include a heritage assessment, which considers the retention and reuse of Locally Listed structures.
- Fully integrate with the Grand Union Canal, ensure canal-side access improvements and maximise recreational potential.
- Development should contribute to the enhancement of the Strategic Canal and River Corridors, in accordance with relevant policies on the Blue Ribbon network.

Site B

- The provision of 300 residential units.
- The provision of appropriate community infrastructure to support the overall quantum of development, including education as necessary.

Site C

- The provision of 500 residential units.
- Southern access to Hayes & Harlington station.
- Subject to high quality design, the Council will support the provision of tall buildings alongside the railway line.

Key principles for all sites

As a preference Sites A, B and C should form a comprehensive development scheme across the whole site. The Council will co-ordinate the phasing of development to complement the wider Hayes Housing Zone area and all proposals will be expected to:

- Sustain and enhance the significance and integrity of heritage assets, including the Grand Union Canal, Conservation Areas, Areas of Special Local Character and Locally Listed buildings.
- Provide pedestrian links to Hayes Town Centre and key transport nodes;
- Reflect the Council's latest evidence of housing need in terms of the type and tenure of residential units.
- Comprise a proportion of employment generating uses to be agreed with the Council. Suitable uses will include B1 and elements of B2 and B8 that are compatible with the residential elements of the scheme.
- Provide appropriate community infrastructure to support the overall quantum of development including education, children's services, health, transport, community and sport/recreation facilities as necessary.
- Sufficient setback from Nestles Avenue to allow for the introduction of potential public transport improvements.
- Adopt a complementary set of scale, massing, layout and design principles that take account of surrounding land uses and existing suburban context, with lower building heights located on the Nestles Avenue side.

Subject to the outcome of area specific studies, the Council may consider an approach to car parking which departs from the standards set out in this plan, if supported by relevant public transport improvements and other mitigating measures.

Site name	Land to the South of the Railway, including Nestle Site		
	Site A	Site B	Site C
Ward	Botwell	Botwell	Botwell
Location	Nestle Avenue/ Station Road	Nestle Avenue	Nestle Avenue
Area (ha/sqm)	12 ha	1.76 ha	2.2 ha
PTAL Ratings	1b, 2, 3	4	4
Proposed Development	Mixed use	Mixed use	Mixed use
Former UDP Designations	Industrial Business Area; Conservation Area; Locally Listed Buildings	Industrial Business Area; Conservation Area	Industrial Business Area
New Designations	None	None	None
Existing Use	Industrial units	Industrial units, school, garages, caravan sales	Industrial units, garages
Relevant Planning History (Most recent)	No relevant history		
Proposed Number of Units	1,000	300	500
Existing Units	0	0	0
Net Completions	1,000 units	300 units	500 units
Infrastructure Considerations	The site is within close proximity to North Hyde sub-station and new buildings should not be located beneath power lines. Drainage infrastructure likely to be required. Site specific proposals should be discussed with National Grid and Thames Water at the earliest possible stage. Further infrastructure considerations are to be negotiated as part of the planning application.		
Flood Risk	Flood Zone 1; Flood Risk Assessment required.		
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.		
Indicative Phasing	2021-2026	2021-2026	2021-2026
Other Information	None	None	Multiple land ownership on this site may affect the timescale of delivery



2.0 Opportunities and Constraints

Surrounding Buildings



2.0 Opportunities and Constraints

Existing Buildings- Site Photographs



View of site looking East down North Hyde Road



View of site from Northfield Park Road



View of site looking West down North Hyde Road



View looking down Sandown Crescent to pedestrian access route at rear of site

2.0 Opportunities and Constraints

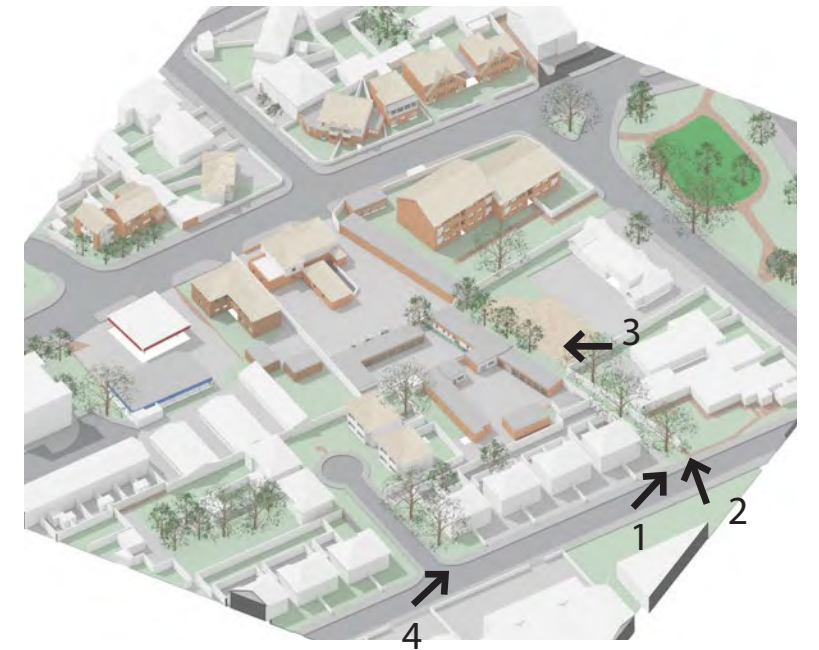
Site Photographs- north passage to east of site at Nestles Avenue



1 Overgrown right of way



2 Overgrown right of way



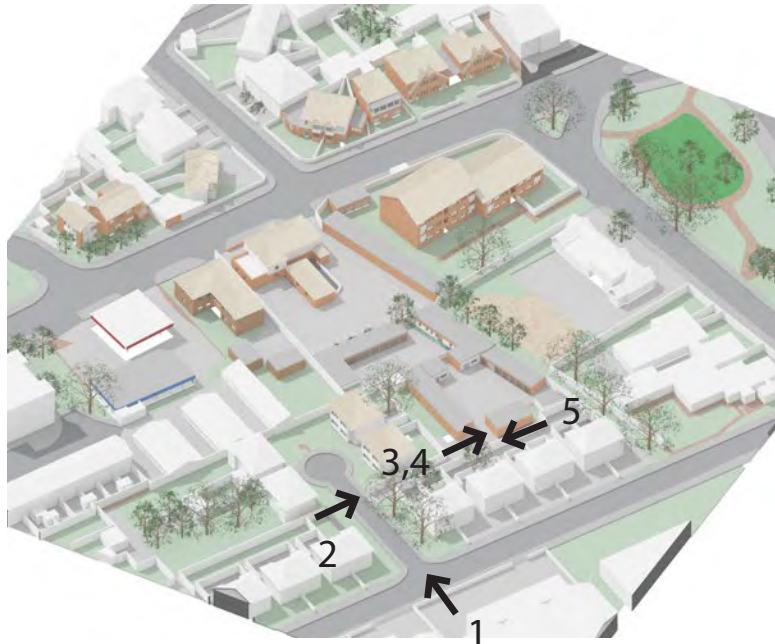
3 Right of way to rear of garages site



4 Sandow Crescent Approach

2.0 Opportunities and Constraints

Site Photographs- Sandow Crescent approach to site and electrical sub station



1 Approach to Sandow Crescent



2 Approach to Garages from Sandow Crescent



3 Electrical Substation

Sandow Crescent and The Former Victoria Pub, UB34QH



4 Electrical Substation



5 Electrical Substation

2.0 Opportunities and Constraints

Site Photographs- car garages and offices at rear of former Victoria Pub



1 View into garages site



2 View into garages site



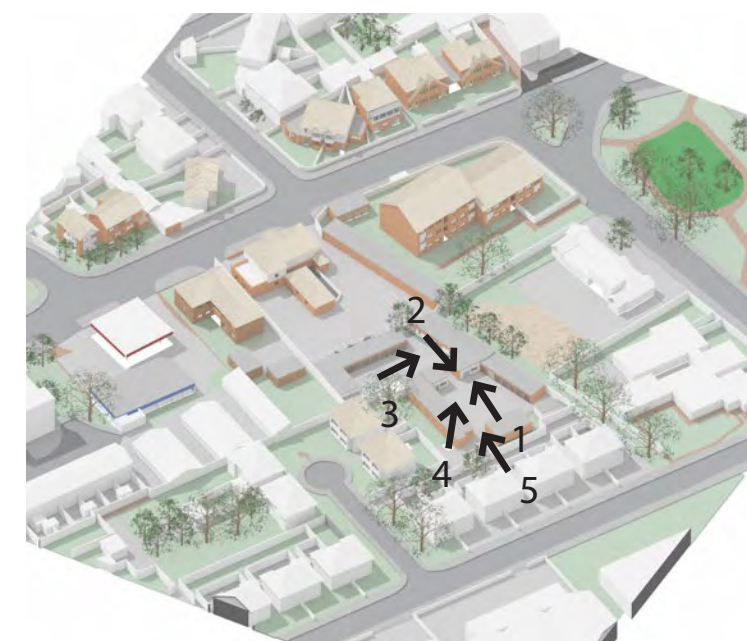
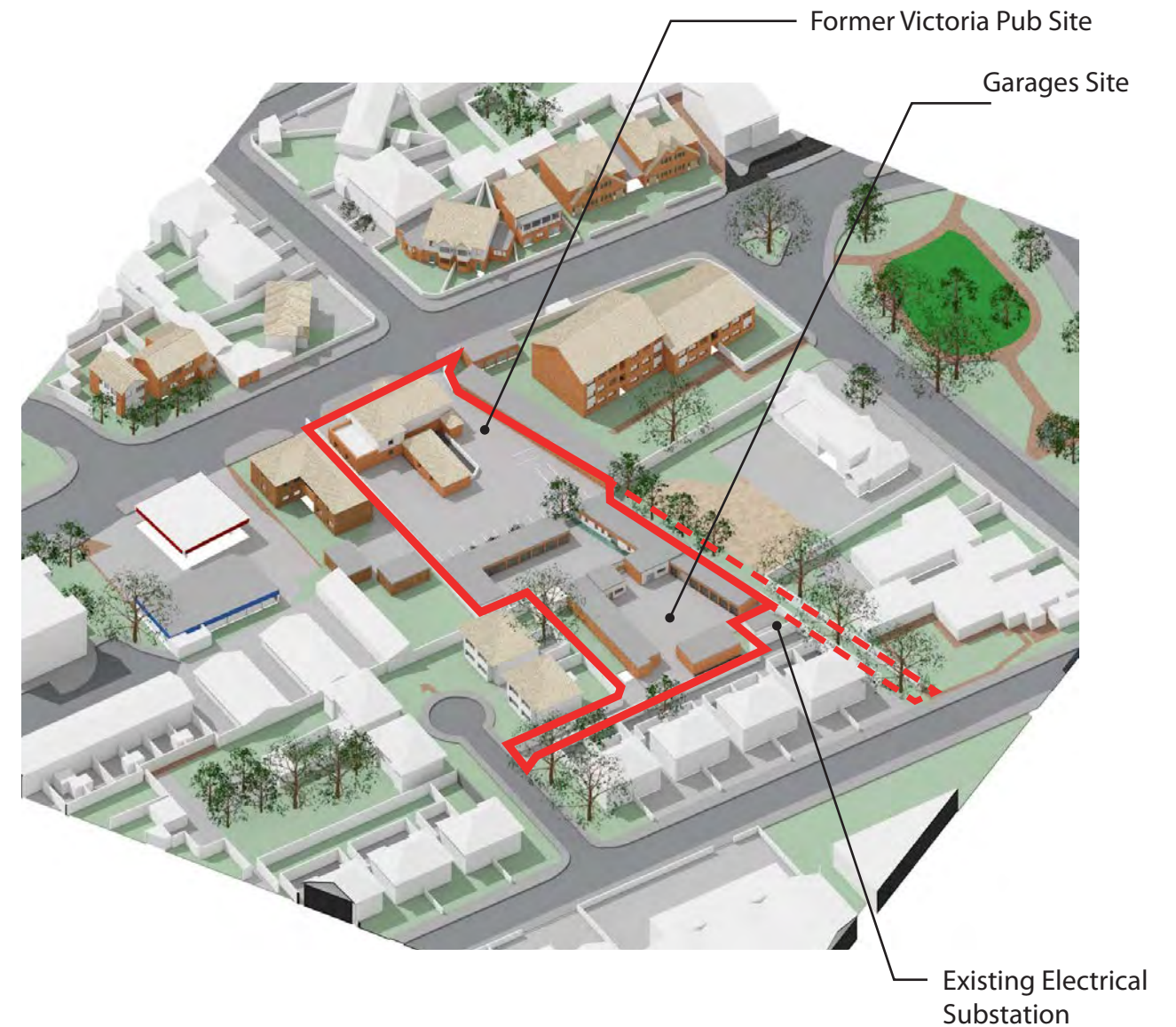
3 Offices in garage site



4 Garage site



5 Entrance to Garage site



2.0 Opportunities and Constraints

Site Phototgraphs- Victoria Pub North Hyde Road approach



1 Car park at rear of Victoria Pub



1 View of Pub from North Hyde Road



1 View of west side of Victoria Pub



1 View of east side of Victoria Pub



2.0 Opportunities and Constraints

Site Phototgraphs- Local Vernacular



2.0 Opportunities and Constraints

Minimum Space Standard

The table opposite shows the minimum space standards for new dwellings from the London Plan (these figures are the same as the National Space Standards).

The proposed layouts comply with the table from the London Plan.

Number of bedrooms	Number of bed spaces	Minimum GIA (m ²)			Built-in storage (m ²)
		1 storey dwellings	2 storey dwellings	3 storey dwellings	
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
Notes to Table 3.3 1. * Where a one person dwelling has a shower room instead of a bathroom, the floor area may be reduced from 39m² to 37m², as shown bracketed. 2. The Gross Internal Area of a dwelling is defined as the total floor space measured between the internal faces of perimeter walls⁽¹⁾ that enclose a dwelling. This includes partitions, structural elements, cupboards, ducts, flights of stairs and voids above stairs. GIA should be measured and denoted in square metres (m²). 3. The nationally described space standard sets a minimum ceiling height of 2.3 metres for at least 75% of the gross internal area of the dwelling. To address the unique heat island effect of London and the distinct density and flatted nature of most of its residential development, a minimum ceiling height of 2.5m for at least 75% of the gross internal area is strongly encouraged so that new housing is of adequate quality, especially in terms of light, ventilation and sense of space.					

2.0 Opportunities and Constraints

PTAL Rating

The site has a PTAL rating of 5 and is located a few hundred meters to the south of Hayes and Harlington station the property is conveniently located within a short walking distance from the main town centre and shopping street that lies just beyond the station on Station Road.

Parking

To the right are extracts from Hillingdon’s planning policy for residential and commercial parking.

For residential 20% of parking spaces require to be provided with active charging spaces and passive provision for the remaining spaces.

10% of spaces to be provided for blue badge holders.

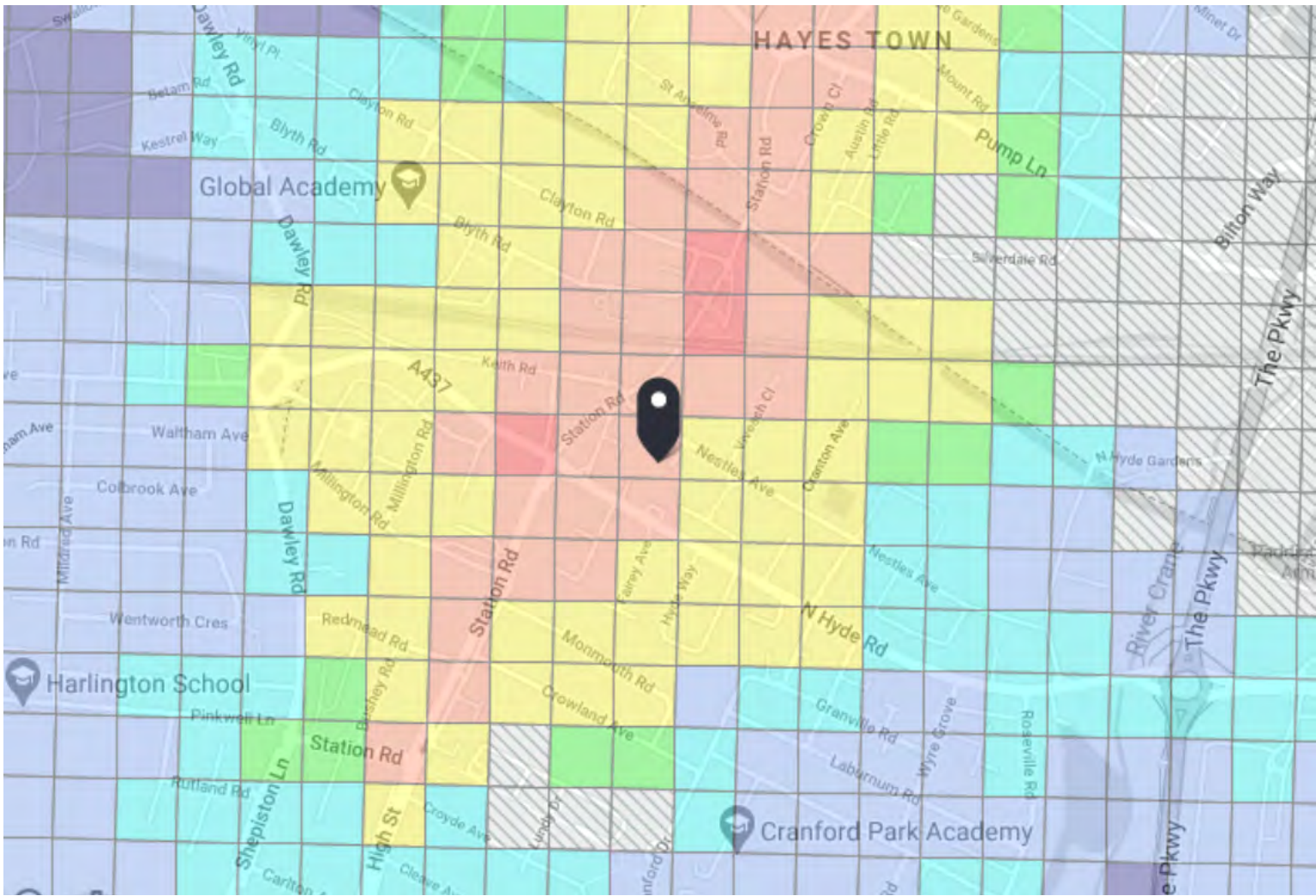
Motorcycle spaces to be provided at rate of 5% of car parking spaces.

Under the current London plan sites with a PTAL rating of 5 are encouraged to provide no car parking spaces.

Following a pre-application meeting of 22nd July 2021 planning officer Zenab Haji-Ismail explained that part of the site falls with PTAL 4 and part within PTAL 6. The London Plan allows for car free developments, save for disabled parking, in PTAL 5 and 6 locations so, on balance, a car free scheme with disabled parking is likely to be acceptable.

PTAL output for 2031 (Forecast)
5
Easting: 509662, Northing: 179212

Map key - PTAL



Proposed LBH Local Plan Part 2 Parking Standards

As part of the Draft Local Plan 2 policies, LBH is proposing a series of parking standards for Office (B1) and Residential (C3) land uses that are above the standard set out in the London Plan (2016). The standards proposed in comparison to those in the London Plan are set out below.

Comparison of LBH Proposed Parking Standards with London Plan (2016)

Land use	London Plan outer London standard	London plan 'higher provision' standard	Hillingdon proposed standard	Difference (+/-)
Office (B1)				
Office (ref: 2016) per parking spaces	100-600	50-100	50-100	None from higher standard
Residential (C3)				
Residential Studio Spaces per unit	Max 1	In outer London areas with low PTAL (generally PTALs 0-1), boroughs should consider higher levels of provision, especially to address 'overspill' parking pressures.	0.5	None
Residential 1 Bed Spaces per unit	Max 1		1 to 1.5 / 2*	0.5 from Outer Standard
Residential 2 Bed Spaces per unit	Max 1		1 to 1.5 / 2*	0.5 from Outer Standard
Residential 3 Bed Spaces per unit	Max 1.5	In outer London a more flexible approach for applications may also be acceptable in some limited parts of areas within PTAL 2, in locations where the orientation or levels of public transport mean that a development is particularly dependent on car travel.	2	0.5 from Outer Standard
Residential 4 Bed Spaces per unit	Max 2		2	None

*All dwellings with curtilage should provide 2 spaces

2.0 Opportunities and Constraints

Previous Planning Scheme and Officers Report

In 2020 pre-application advice was sought for the comprehensive redevelopment of the former Victoria Public House site and the Sandow garages site to erect two separate 4-storey buildings together with a lower scale 2-storey building above some parking spaces along the eastern boundary comprising 41 units (10 x 1, 24 x 2 and 7 x 3 bed) with 31 parking spaces accessed off North Hyde Road. The Council made the following comments in their pre-application response dated 12 August 2020 (Ref: 21432/PRC/2020/71):

- If the garages are in employment use, then any loss will need to be justified under Policy DME2;
- 35% of the development will be required as affordable housing, split 70% social or affordable rent and 30% intermediate, subject to viability;
- The Council's current housing need figures show a substantial borough wide requirement for 3 bed properties across both private and affordable tenures;
- While not listed or within a conservation area, the former public house makes a positive contribution to the street scene and should ideally be incorporated into any redevelopment. If this is not possible then it should be recorded to Historic England prior to demolition;
- Block A (fronting North Hyde Road) is three storeys with a recessed fourth floor and is of a bulk and mass that respects this part of the townscape. However, it's sited very close to the western boundary resulting in some small and awkward spaces and it's unclear if it achieves a 21m separation distance to the neighbouring habitable room windows to the west. The two-storey element adjacent to the access road containing the bins and cycle store provides an unwelcoming entrance to the development and should be removed or redesigned;
- Block B (positioned above the parking spaces along the eastern boundary) is considered to provide a poor relationship to the adjoining properties and is not supported;
- Block C (located at the rear) could be improved if its height and bulk were reduced to be more compatible with the neighbouring two-storey houses;
- The reduction in units arising out of the above comments will reduce the number of parking spaces and free up more space for landscaping and private and communal amenity space;
- Although the site is not subject to a TPO there are a number of trees on or adjoining the site so an aboricultural impact assessment should be submitted with the application;

- There are concerns that the proposal will overlook and have an overbearing impact on the properties along Nestles Avenue, Sandow Crescent and North Hyde Road. In this respect, the submission will need to clarify the position of the existing habitable room windows on these properties and demonstrate separation distances of 21m are achieved;
- A sunlight and daylight report should be submitted to demonstrate there will be no unacceptable sunlight, daylight or overshadowing impacts;
- The Council's amenity space standards require the following [in the form of combined private and communal amenity space]:
1 bed – 20sqm
2 bed – 25sqm
3 bed – 30sqm
- 1 parking space per unit should be provided, unless a lesser number is suitably justified. 10% of all spaces should be disabled and 20% should have active electrical charging points;
- A Transport Statement should be submitted with the application to demonstrate how refuse collection and servicing would take place;
- Any future application should also be supported by an Air Quality Assessment, Desktop Contaminated Land Survey, Energy Statement, Sustainable Urban Drainage Strategy, Urban Greening Factor Assessment and Fire Safety Statement.

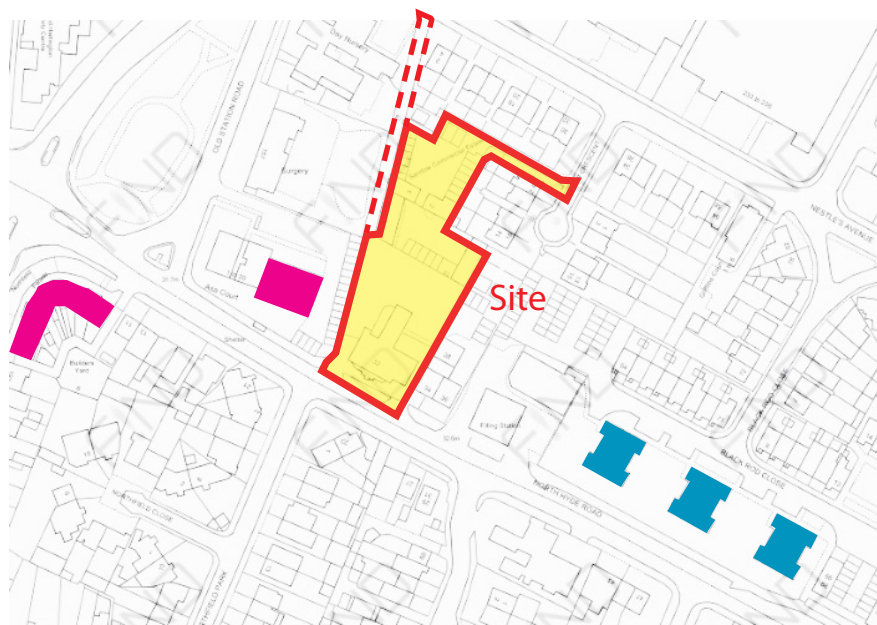


3.0 Scale

Scale; Adjacent Building Heights



Arial view down Grove Road looking west with high rise residential buildings highlighted



- 3 Stories
- 4 stories



View of 4 story residential blocks on North Hynde Road



View of 3 story residential blocks on North Hynde Road

3.0 Scale

Design Development- Proposed Massing

In 2021 a Pre-App scheme was submitted (Ref: 21432/PRC/2021/136). Two options were presented as shown below and the councils comments were as follows;

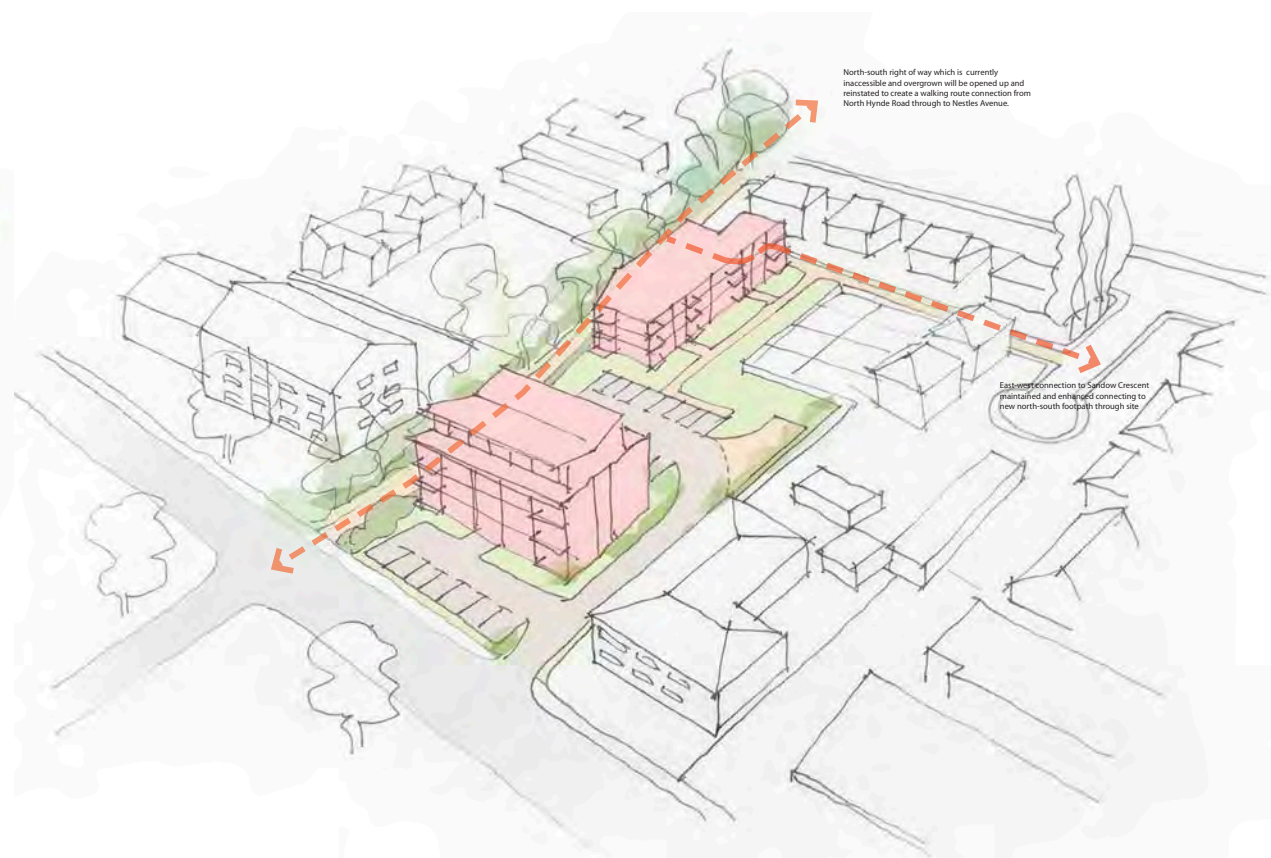
- There is no in-principle objection to the redevelopment of the site for residential use. However, If there are any employment uses on the site the applicant will need to justify their loss under Policies DME 2 of the Local Plan and E7 of the London Plan;
- The development should provide a minimum 35% affordable housing with tenure splits of 70% social/affordable rent and 30% intermediate, unless a lesser amount can be justified by way of a viability appraisal;
- The proposal should aim to provide at least 25% of the units as family sized units (3 or more bedrooms);
- The height, bulk, scale and mass of the 4-storey block to the front is broadly acceptable, subject to the upper floor being recessed and the butterfly roof being replaced with a flat roof;
- The 7 parking spaces within the front setback area adjacent to North Hyde Road would detract from the setting of the front block and should be replaced by more soft landscaping;
- The option which proposed two blocks at the rear was considered unacceptable as it resulted in a cramped layout with inadequate separation distances between the two blocks and adjacent dwellings;
- The option which proposed a single block at the rear also raised concerns about a cramped layout, particularly given the predominance of parking in the centre of the site and the subsequent inability to provide sufficient landscaping and setting space. Concerns were also raised about potential overlooking to neighbouring properties with officers suggesting a minimum setback of circa 7m to the eastern boundary where it abuts the existing medical centre car park that could be redeveloped in the future and 21m to the houses to the north and east;
- In respect of the medical centre to the east, the Council also suggested any future application should provide an indicative masterplan to demonstrate how it could be redeveloped in the future alongside the proposed scheme;
- Given the sites high PTAL rating of 5, a low car housing scheme was recommended which restricts parking to disabled persons only.



Three Block Option



Two Block Option



3.0 Scale

Design Development- Proposed Scheme

Following the Pre-App (Ref: 21432/PRC/2021/136) of the two options presented the 2 block option was developed as illustrated opposite.



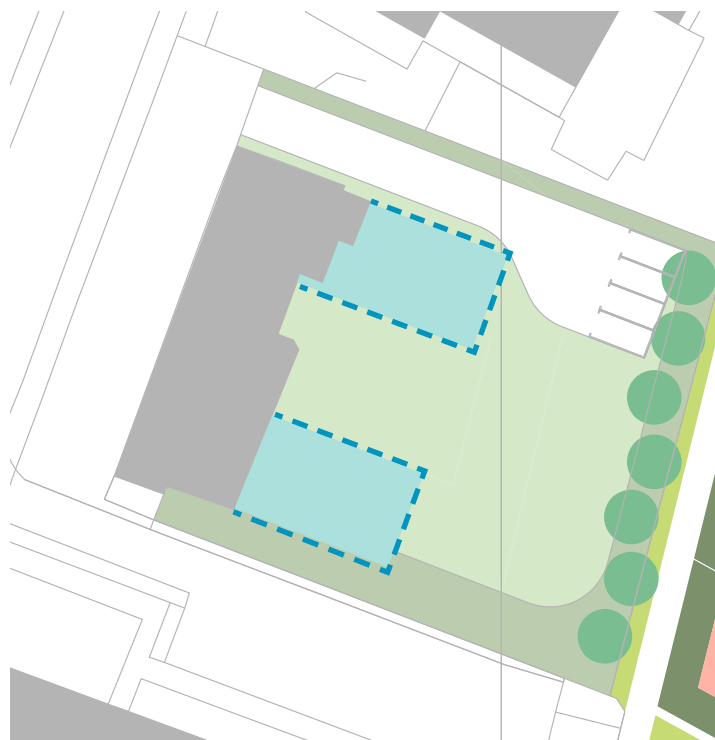
3.0 Scale

Design Development- Setting Out Diagram

Masterplan

Numerous attempts have been made to contact the owner of the medical centre to the west to incorporate that site into the proposals however the owner has been unresponsive.

The Council therefore requested an indicative masterplan showing how the medical centre site could be redeveloped in the future alongside the proposed scheme. The diagram opposite shows one example of this could occur although there are a number of approaches that could be taken.



Alternative potential extension to Hays Medical Centre



Setting Out Diagram

4.0 Proposed Development

Amount- Accommodation Schedule

The overall schedule of accommodation consists of 41 residential units spread across two blocks consisting of 16 on the south side of the site (Block 1) and 25 in the block to the north (Block 2).

The blocks contain a mixture of studio, one, two and three bedroom flats as per the schedule opposite(4x studio, 7x 1 bed, 20x 2 bed and 10x 3 bed). The mix is considered appropriate for the central location with the 25% requirement for 3 beds met.

Amenity space consists of balconies, private garden areas and communal space.

Floor	Flat No.	Marketing No.	Studio	1B 2P GIA	2B 3P GIA	2B 4P GIA	3B 4P GIA	3B 5P GIA	Private Amenity	Other
Ground Floor	Flat B1- 0-01							90	21	
	Flat B1- 0-02						81.0		23	
	Flat B1-0-03				67				20	
	Flat B1-0-04					70			22	
	Bin Store									20
	Common Corridors									29
	Flat B2-0-01				63				18	
	Flat B2-0-02			51					28	
	Flat B2-0-03		41						32	
	Flat B2-0-04				63				33	
	Flat B2-0-05				62				62	
	Flat B2-0-06					73			34	
	Flat B2-0-07		39						28	
	Flat B2-0-08					76			28	
	Bin Store									28
	Common Corridors									42
No. of Flats			2	1	4	3	1	1		
Area in SQ M			80	51	255	219	81	90	349	119
Total internal area in SQ M			776							
First Floor	Flat B1-01-01							90	8.6	
	Flat B1-01-02						81		7.3	
	Flat B1-01-03							90	8.7	
	Flat B1-01-04					69			8.5	
	Common Corridors									29
	Flat B2-01-01				67				8.2	
	Flat B2-01-02			51					7	
	Flat B2-01-03		39						7.2	
	Flat B2-01-04							88	8.1	
	Flat B2-01-05				62				6.4	
	Flat B2-01-06					74			7.1	
	Flat B2-01-07			50					9	
	Flat B2-01-08					70			7.3	
	Common Corridors									41
No. of Flats			1	2	2	3	1	3		
Area in SQ M			39	101	129	213	81	268	93.4	70
Total internal area in SQ M			831							
Second Floor	Flat B1-02-01							90	8.6	
	Flat B1-02-02						81		7.3	
	Flat B1-02-03							90	8.7	
	Flat B1-02-04					69			8.5	
	Common Corridors									29
	Flat B2-02-01				67				8.2	
	Flat B2-02-02			51					7	
	Flat B2-02-03		39						7.2	
	Flat B2-02-04							88	8.1	
	Flat B2-02-05				62				6.4	
	Flat B2-02-06					74			7.1	
	Flat B2-02-07			50					9	
	Flat B2-02-08					70			7.3	
	Common Corridors									41
No. of Flats			1	2	2	3	1	3		
Area in SQ M			39	101	129	213	81	268	93.4	70
Total internal area in SQ M			831							
Third Floor	Flat B1-03-01				65				16.3	
	Flat B1-03-02					71			19.8	
	Flat B1-03-03			55					15.7	
	Flat B1-03-04			50					17.8	
	Common Corridors									24
	Flat B2-03-01					73			16	
	Common Room									42
	Common Room Terrace									34
	Roof Garden									74
	Corridor									12
No. of Flats			0	2	1	2	0	0		
Area in SQ M			0	105	65	144	0	0	85.6	186
Total internal area in SQ M			314							
New Build Total No. of Flat Types			4	7	9	11	3	7		
New Build Total No. of Flats			41							
New Build Total Area of Flat Types in SQ M			158	358	578	789	243	626		
New Build Total Area in SQ M (Flats)			2752							
New Build Average Area of Flat Types			40	51	64	72	81	89		
Communal Amenity										119
Private Amenity									621	

4.0 Proposed Development

Proposed Layouts

The development consists of 2 blocks totalling 41 units. Block 1 facing north Hyde Road comprises 16 units and Block 2 comprises 25 units.

A series of connecting pathways connect the site, providing access to each block as well as ground floor flats with private gardens. The north south right of way running down the west side of the site will connect North Hyde Road with Nestles Avenue. The east-west connection to Sandow Crescent is maintained and enhanced connecting to the new north-south route running down the west of the site.

Ground Floor

- 2 residential blocks
- North Hyde Road residential block reinforces street frontage, orientated parallel to the street.
- Larger family units with defensible space/ garden zones
- External bike stores located across the site
- Bin stores in each block
- Open amenity spaces located around and between the blocks
- Network of paths to navigate around and through the site
- Access road and accessible parking/ service drop off minimised
- Open amenity spaces located around and between blocks, including play areas.

