



Morrisons 41-67 High Street, Yiewsley

Design and Access Statement & Tall Building Assessment - May 2023





1.	INTRODUCTION	4			
2.	SITE CONTEXT	5	7.1.	The Vision	28
2.1.	Location Plan	5	7.2.	Early Concepts	28
2.2.	Site Description	5	7.3.	Concept Stages	29
2.3.	Aerial View	6			
2.4.	Application Area	7	8.	PROPOSAL	30
2.5.	Existing Site Photos	8	8.1.	Morrisons Food Store	31
2.6.	Existing Building	9	8.2.	Residential	32
2.7.	Historical Context	10	8.3.	Scale	33
2.8.	Transport Links	11	8.4.	Elevation Study	34
3.	SITE ANALYSIS	12	8.5.	Appearance	35
3.1.	Existing Site	12	8.6.	Materials	39
3.2.	Urban Grain	13	8.7.	Access and Inclusive Design	40
3.3.	Building Heights	14	8.8.	Impact on the Amenity of Surrounding	
3.4.	Building Uses	15		Occupiers	49
3.5.	Recent Developments and Planning	16	8.9.	Internal Amenity	50
	Approvals		8.10.	External Amenity Space	51
3.6.	Surrounding Buildings	22	8.11.	Children's Play Area	52
4.	PLANNING CONTEXT	23	8.12.	Parking	53
5.	EVALUATION	24	8.13.	Cycle Parking Provision	54
5.1.	Constraints	24	8.14.	Waste Collection Strategy	55
5.2.	Opportunities	25	8.15.	Landscape Proposals	56
6.	INVOLVEMENT	26	8.16.	Secured by Design	58
6.1.	Pre-Application Meeting	26	8.17.	Sustainability	59
6.2.	Community Consultation Event	27	8.18.	Quantum	60
7.	DESIGN PROGRESSION	28	9.	Tall Building Assessment	61
			9.1.	Hillingdon Local Plan - Policy DMHB	
				10	61
			9.2.	London Plan - Policy Dg	62
			10.	Conclusion	64

1. INTRODUCTION

Harbourside Investments have appointed Hester Architects Limited to prepare a planning application for the redevelopment of the former Morrisons foodstore, at 43-67 High Street, Yiewsley.

The vision for the site is to replace the dated and poorly configured retail premises with a modern and efficient Morrisons food store that will enhance and support the High Street whilst adding high quality residential accommodation in an accessible town centre location.

2. SITE CONTEXT

2.1 Location Plan

The site is located in Yiewsley town centre, north of West Drayton train station and adjacent to the Grand Union Canal. The area sits within the London Borough of Hillingdon.

2.2 Site Description

The site was previously occupied by a Morrisons store with a total area of 3,340sqm, a rear surface and basement car park comprising 114 spaces, and a service yard. Vehicular access to the store was from St Stephen's Road.

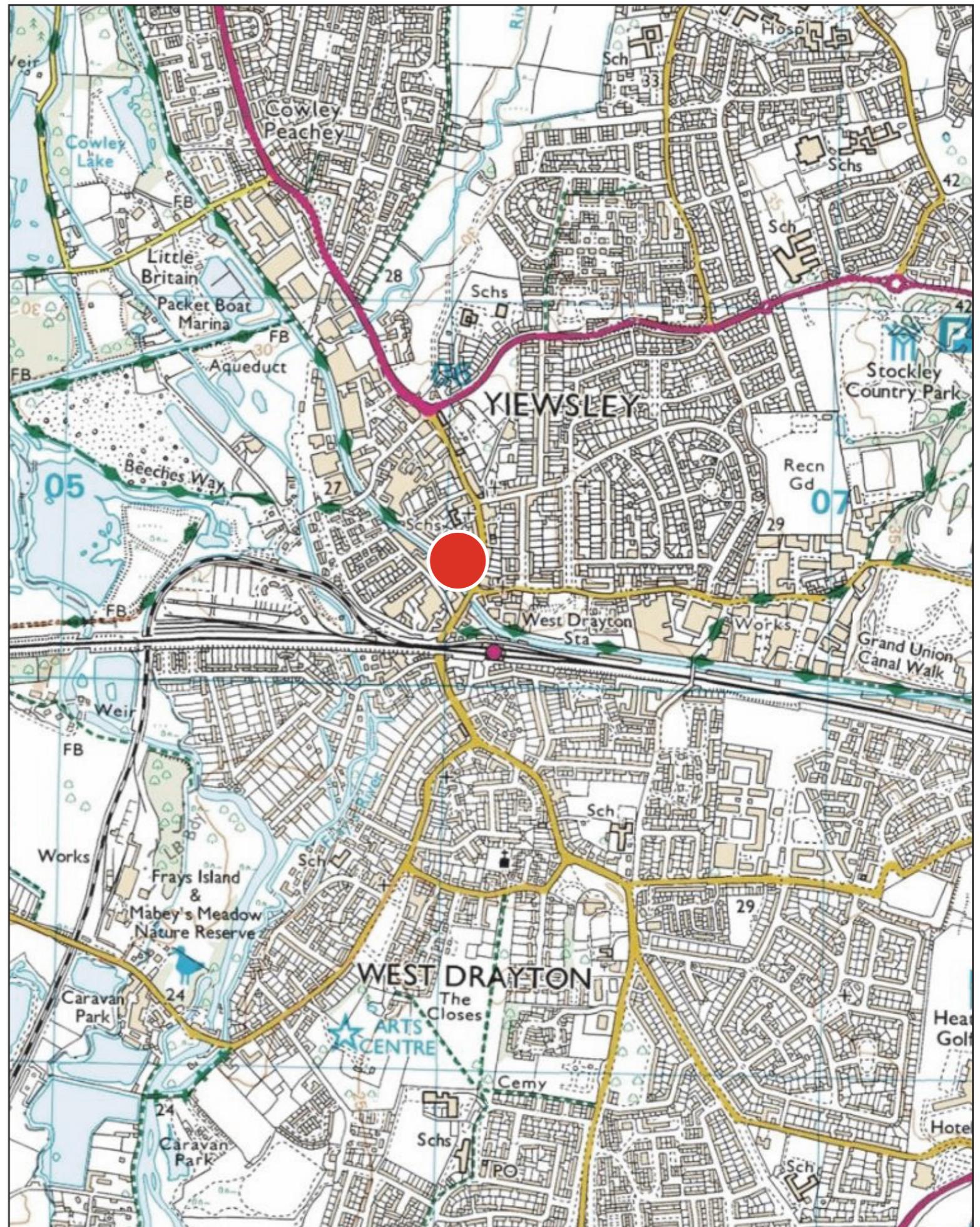
The site fronts the High Street to the east and St Stephen's Road to the south and south west. To the north of the site there is a terrace of three storey buildings with various shops at ground level and residential accommodation on the upper levels. Further to the north and wrapping round the rear (west) of the site are the buildings of St Matthew's Primary School and Church.

To the south of the site is the Grand Union Canal and the associated Grand Union Canal Walk.

The site is predominantly flat with a number of trees along the western and northern boundaries.

The older buildings along the High Street are of a traditional style and predominantly three to four storeys in height. The school buildings are generally two storeys in height with large pitched roofs.

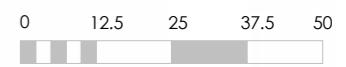
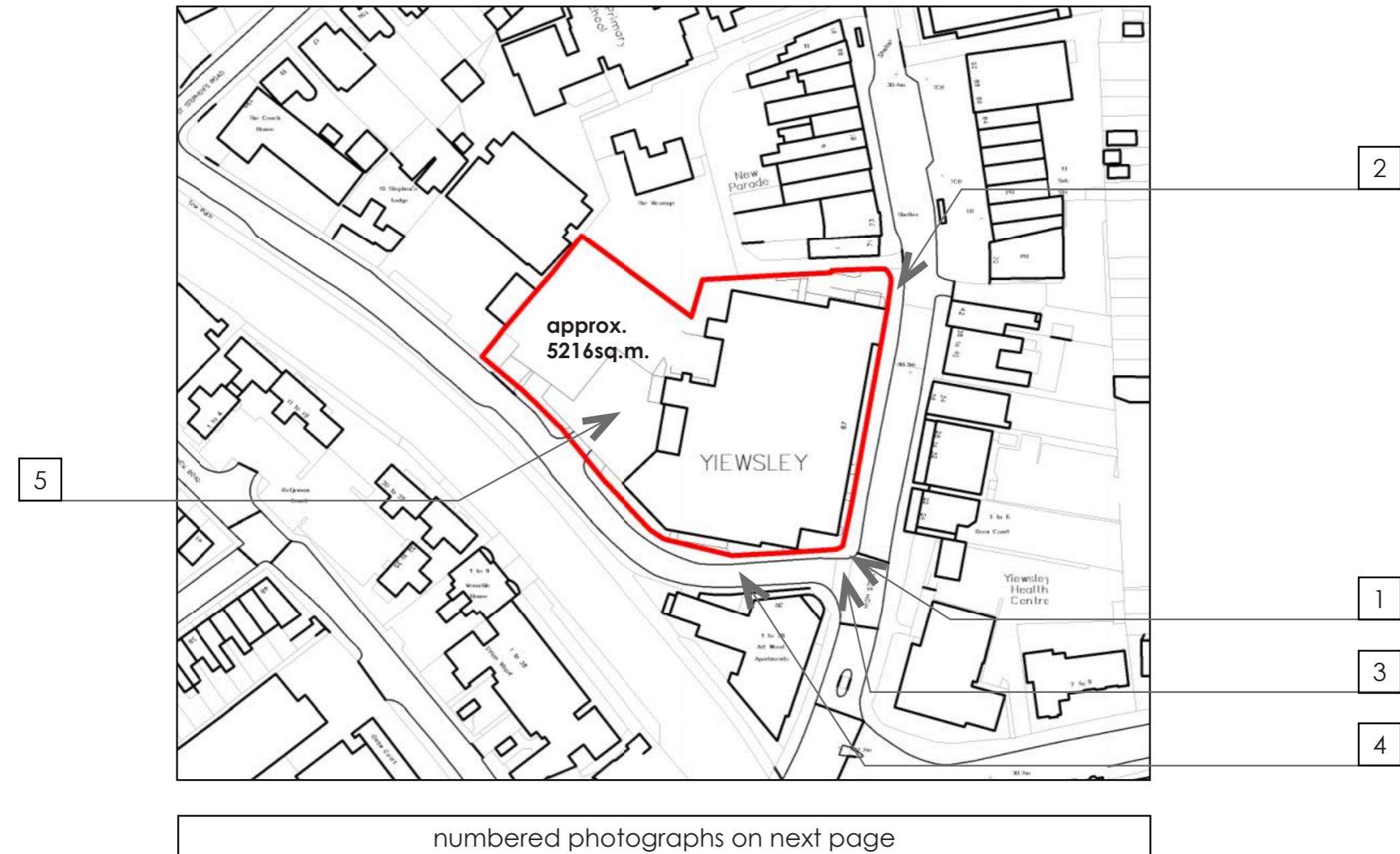
To the south of the canal there are a number of recently constructed residential buildings which vary in height from five storeys to eight storeys.



2.3. Aerial View



2.4. Application Area



Scale 1:1250 @A3

2.5. Existing Site Photos

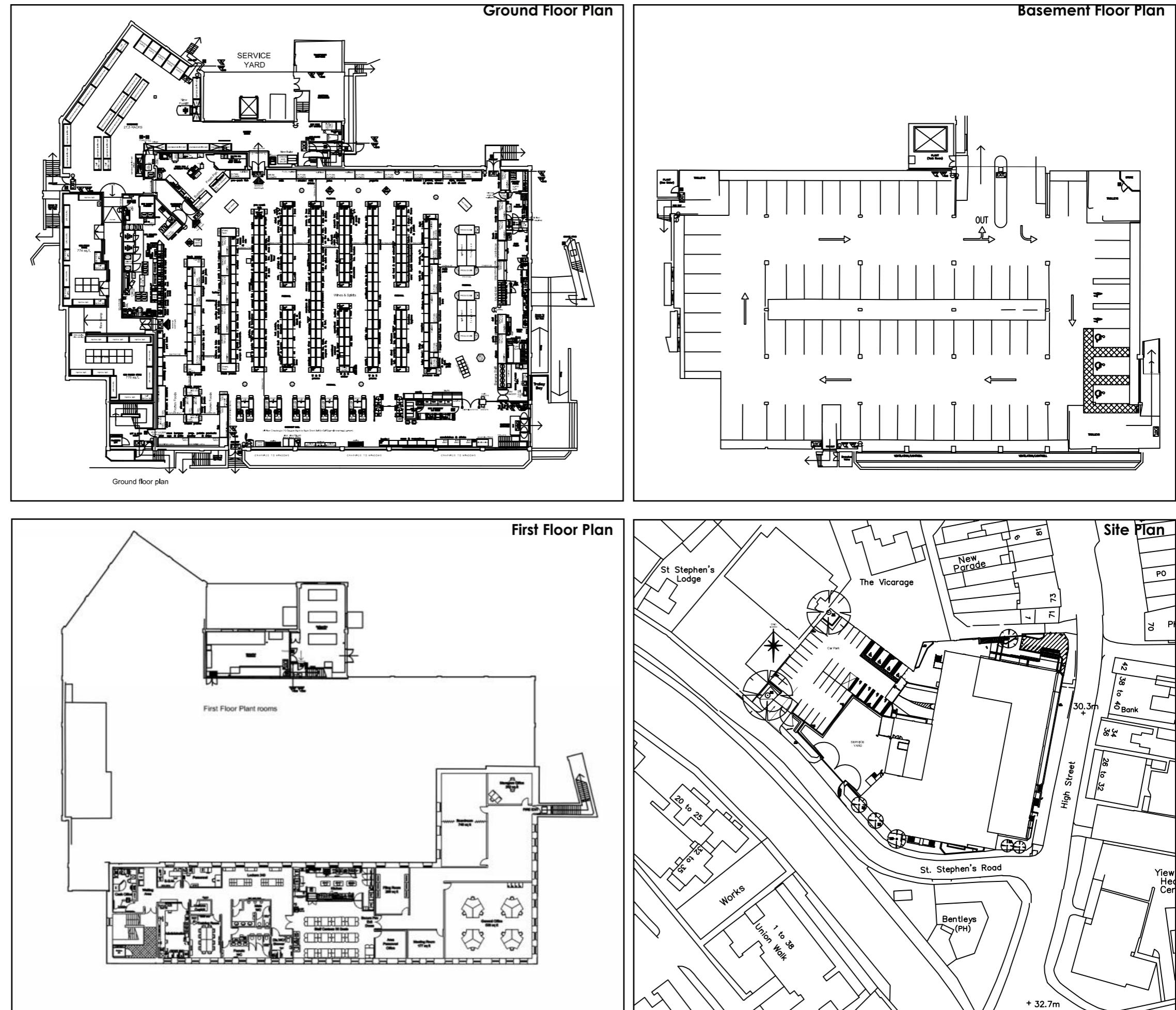


2.6.

Existing Building

The food store had operated as a Morrisons for a decade, and prior to this it traded as a Co-Op. It is a dated building with operational inefficiencies which affect its trading potential.

The store has excessive ancillary accommodation and a poor presentation to the High Street with an unwelcoming appearance. The proposed changes cannot be made through the refurbishment of the store and a redevelopment will offer the improvements that will benefit the High Street, its customers and the colleagues employed within the store.



Historical Context

Like many towns and boroughs in Greater London, Yiewsley has experienced significant growth due to its proximity to the capital and development of the area is closely linked to the infrastructure that serve the city.

There is little recorded about Yiewsley until the late 18th century when a branch of the Grand Union Canal was cut between West Drayton and Yiewsley to serve the existing brickworks which were providing building materials to central London. This new link increased trade and enabled the brickworks to expand which resulted in a large growth in the local population.

The arrival of the Great Western Railway in 1838 (West Drayton Station) resulted in a further increase in trade with the capital and a further growth in population. In 1859 a new church, St. Matthew's was dedicated to serve the growing population. It was enlarged in 1898.

The parade of shops to the north was built in the 1930's and shops opposite on the High Street were built in the 1970's. The current building on the site was built in the late 1970's.

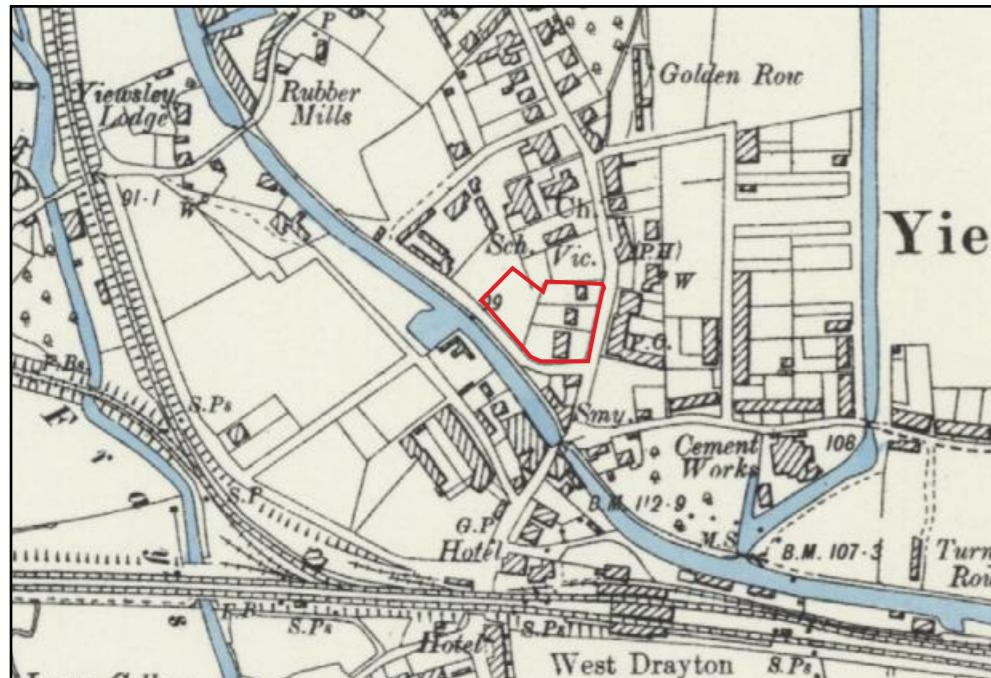
The opening of Heathrow airport in 1946 created employment for the local area and with it greater demands for housing. This demand has continued to grow with the further expansion of the airport.

The opening of the M4 motorway in 1964 and the M25 motorway in 1986 have also influenced the growth of the area.

Since the announcement in 2007 of the new Crossrail, to include a stop at West Drayton station, a number of new residential buildings have been constructed within Yiewsley and West Drayton. The high demand and shortage of available sites has meant that these buildings are generally located on brownfield sites and they are taller (up to 8 storeys) than the historical architecture within the area.

Further residential schemes have also been approved within the proximity of West Drayton station and the recent decision to add a third runway to Heathrow airport will clearly increase the demand for residential accommodation within the borough.

OS England and Wales - 1897



OS England and Wales - 1920



OS England and Wales - 1946

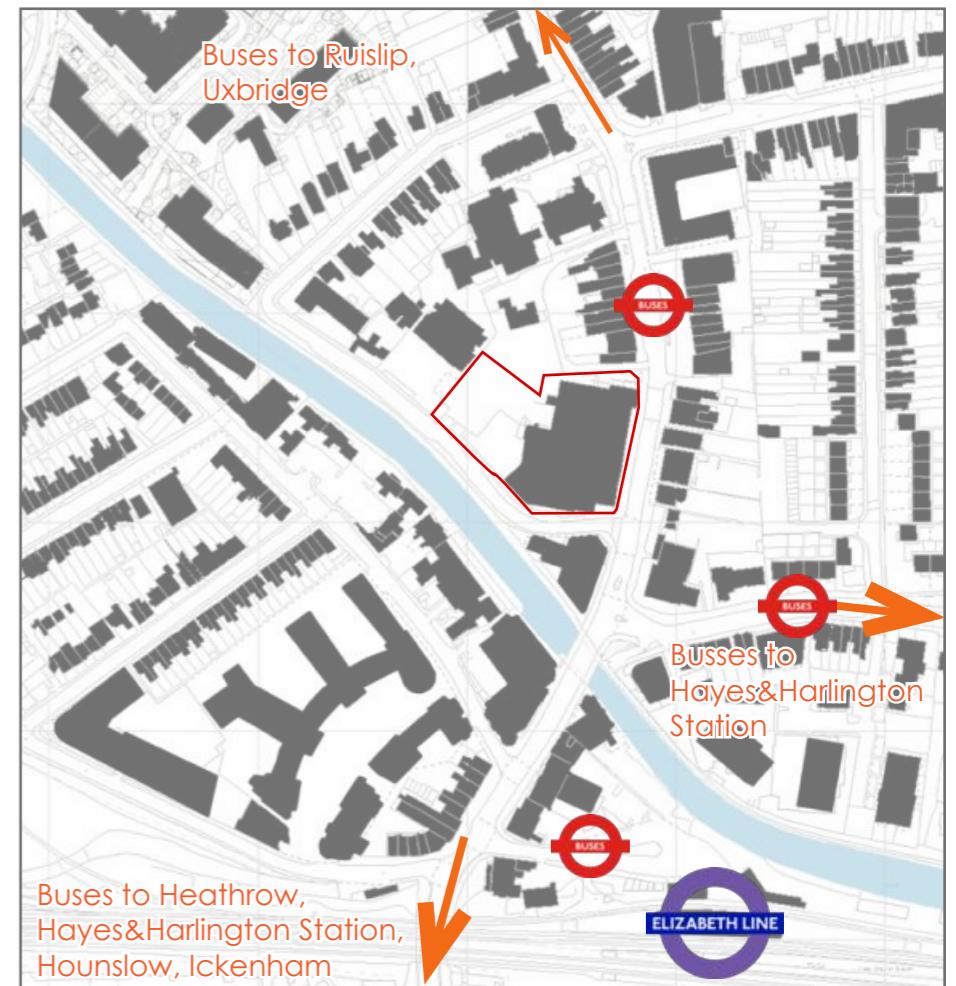


2.8. Transport Links

West Drayton railway station is located approximately 250m south of the site, providing services between Oxford, Reading and London Paddington.

The station is served by the Elizabeth line, allowing passengers to travel to central London without having to change transport.

Five bus routes are available on the High Street and at the station (Routes U1, U3, U5, 222, 350 and 698) providing services from Ruislip, Uxbridge, Heathrow and Hounslow to destinations within the Borough and beyond



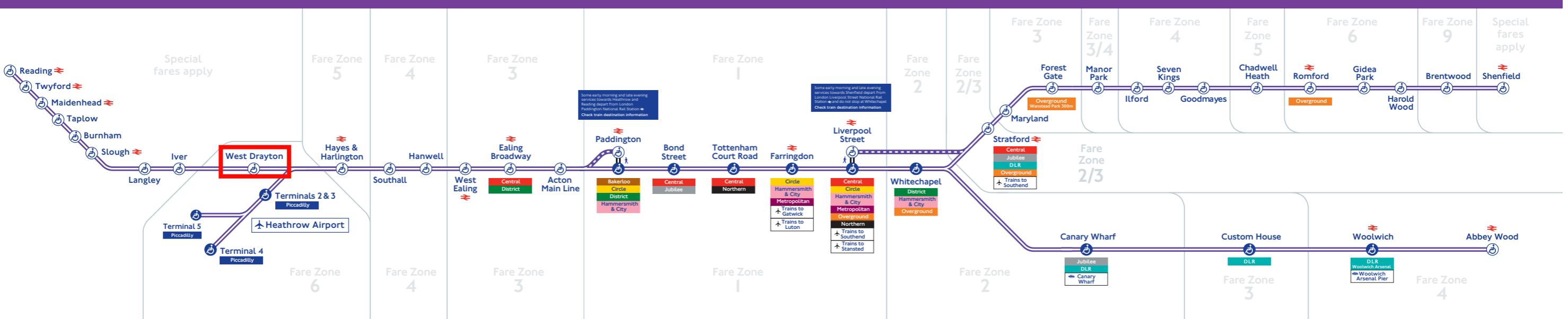
Elizabeth line

Step-free from train to street Step-free from platform to street

Check your travel tfl.gov.uk/travel-tools

Plan your journey [Download the TfL Go app](#)

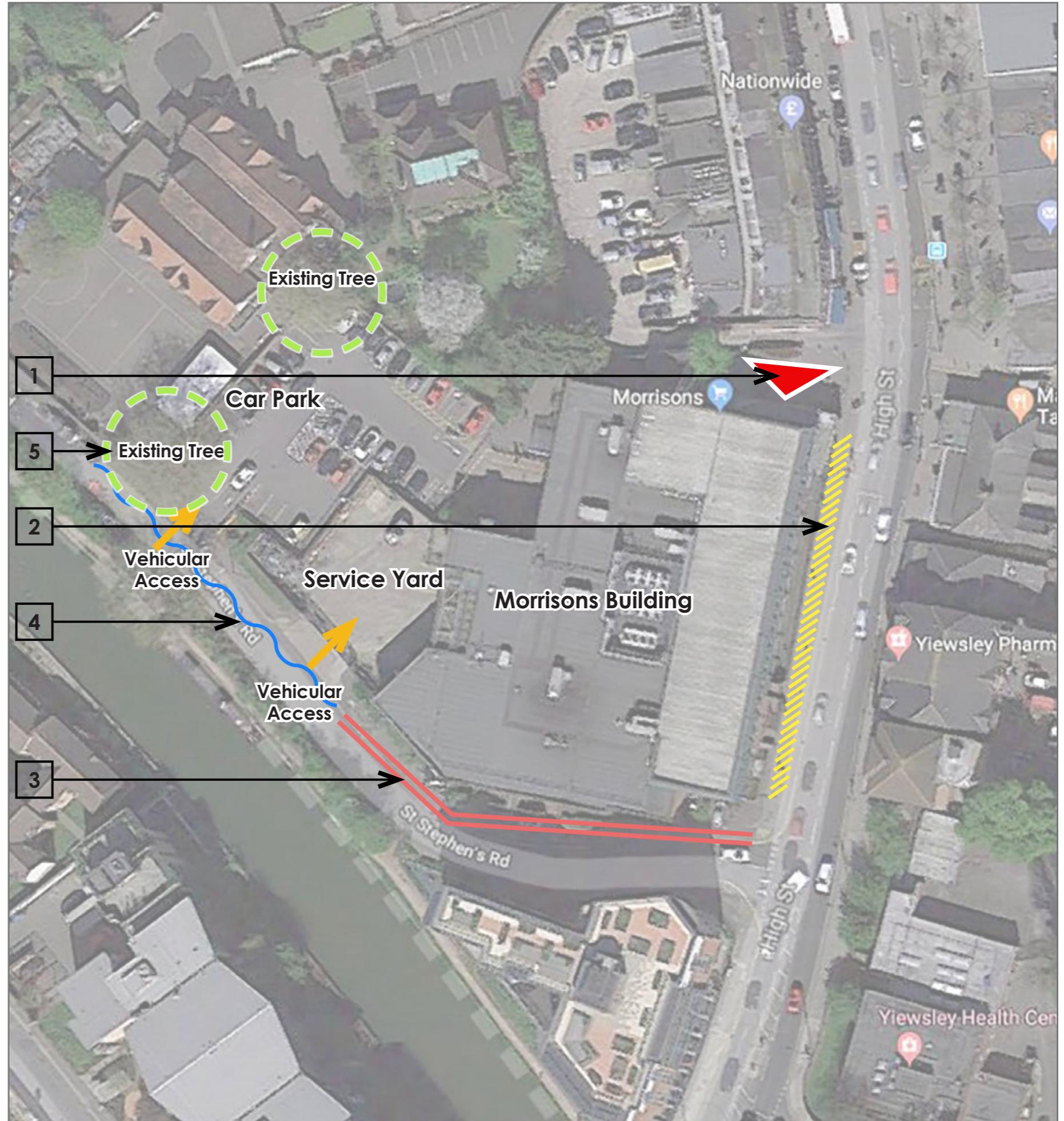
Wi-Fi data collection
TfL collects Wi-Fi connection data at some stations on the Elizabeth line to better understand journey patterns and improve TfL services. TfL will not identify individuals. You can opt out by turning off your device's Wi-Fi. For more information visit tfl.gov.uk/wifi-data-collection



3. SITE ANALYSIS

3.1. Existing Site

1. When the store was operating, the customers access into the shop was located on the northern side elevation and is at right angle to the High Street, giving it a slightly concealed appearance.
2. The frontage onto the High Street has a dated appearance and the difference in levels between street level and the shop floor (approx. 1.8m) means the frontage to the High Street is particularly inactive and unwelcoming.
3. The side elevation facing St Stephen's Road comprises a long, blank brick wall.
4. The remaining section of St Stephen's Road, facing The Grand Union Canal, is also inactive and it is dominated by parked and abandoned cars parked along the canal side.
5. There are two mature trees along the western boundary of the site, which will be retained with the intention of maintaining the screening for the neighbouring sites.



3.2.

Urban Grain

The urban grain of Yiewsley is defined by its historical development as a suburb of London.

The rapid expansion in population in the late 19th century following the arrival of The Great Western Railway, resulted in the construction of residential streets with long terraces of two storey housing, typical of the London suburbs. This pattern of construction continued onto the High Street where three storey buildings were constructed to provide retail space at ground floor level and residential accommodation above.

Closer to the canal and the railway there are larger industrial and commercial sites and smaller single storey commercial premises which have developed adjacent to and between the terraces of housing.

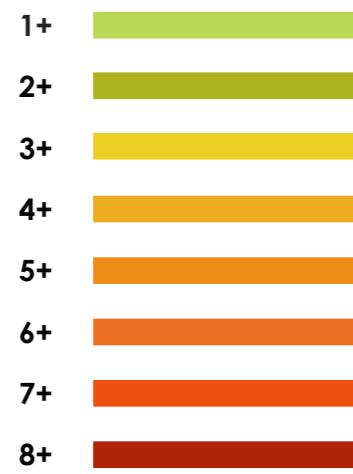
Recently, a number of older industrial units and warehouses have been replaced by taller higher density residential accommodation. These are in close proximity to West Drayton Station and they also front the Grand Union Canal. As a result of this development the canal is becoming a new focal point for the town. Where the canal was once a focus for industry with little interaction for the local residents, it is now becoming a focus for recreation and leisure aided by The Grand Union Canal Walk.



33. Building Heights

Given the development history of West Drayton and Yiewsley building to satisfy an increasing workforce, the suburban nature of the area exhibits a pattern of lower, two storey housing in areas outside of the High Street corridor.

More recently, the area around the Colham Bridge junction and toward the West Drayton Train Station has given way to residential developments of significantly higher storeys



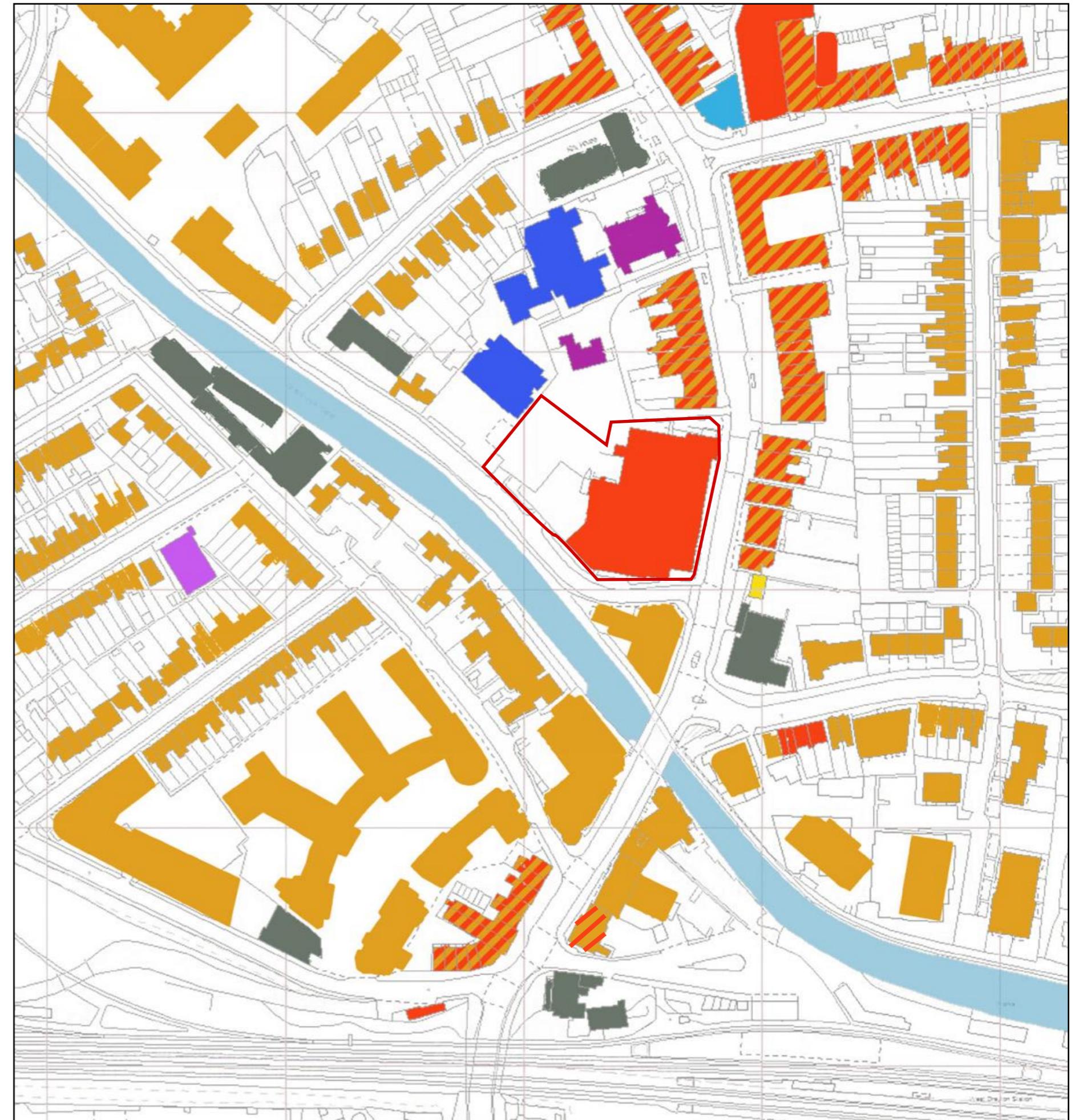
3.4.

Building Uses

The High Street in Yiewsley comprises primarily retail uses at ground floor with residential accommodation on upper floors. Away from the High Street buildings are predominantly residential in nature.

Before the store closed, Morrisons provided an important function to support the High Street, attracting footfall which benefits other local retailers in Yiewsley and West Drayton.

Residential	
Retail	
Retail/Residential	
Commercial	
Educational	
Religious	
Leisure	
Health Care	



3.5. Recent Developments and Planning Approvals

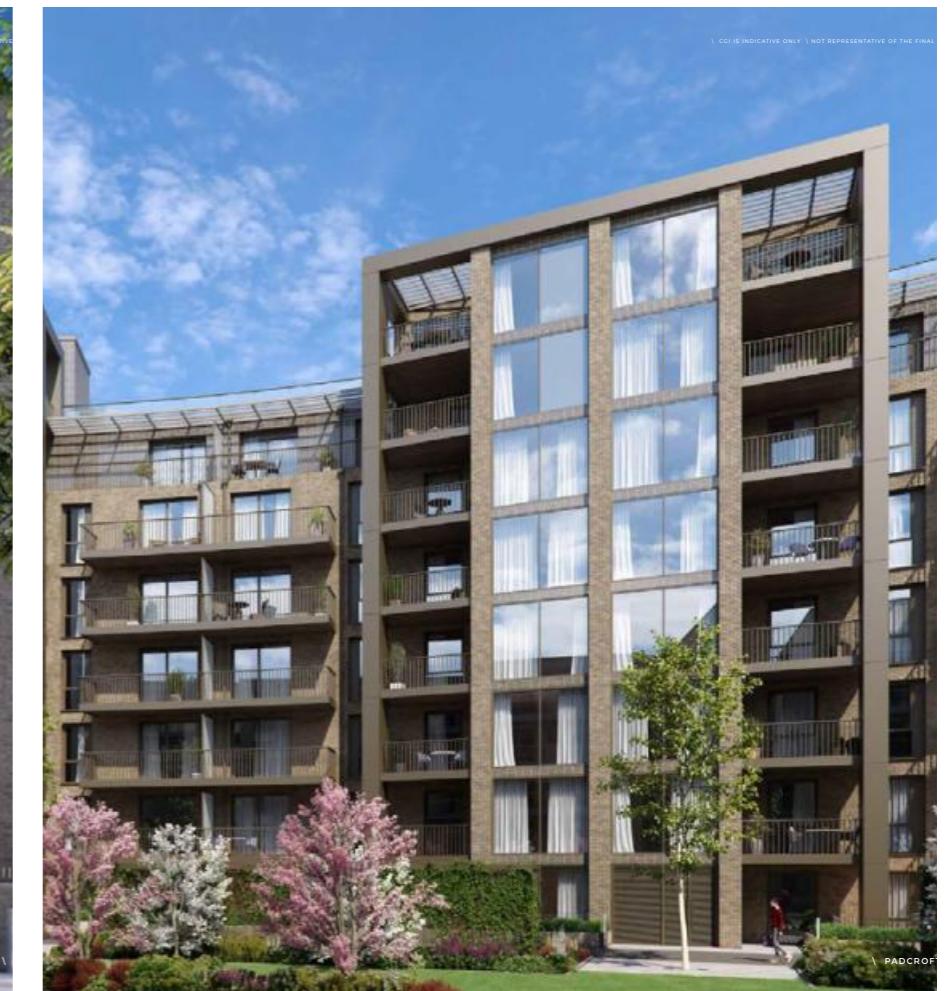
Comag Site

Approved proposal for a three to seven storey building, providing 104 flats.



Padcroft Development

The recently completed building provides 308 flats, over three to eight storeys.



Horton Wharf

Completed redevelopment provides 86 residential units in three buildings of four to six storeys, recently completed.



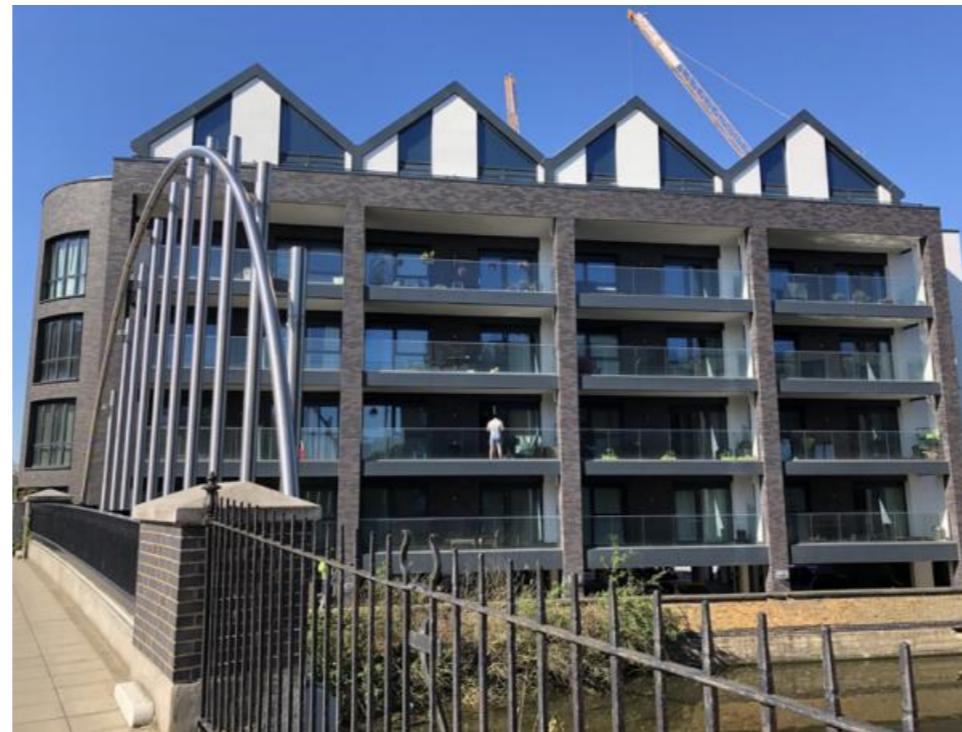
Former Industrial Estate at Trout Road

A two to four storey proposal comprising 99 residential flats, 50 extra care and dementia flats and retail.



Drayton Wharf

The six storey building comprises 51 one and two bedroom flats.



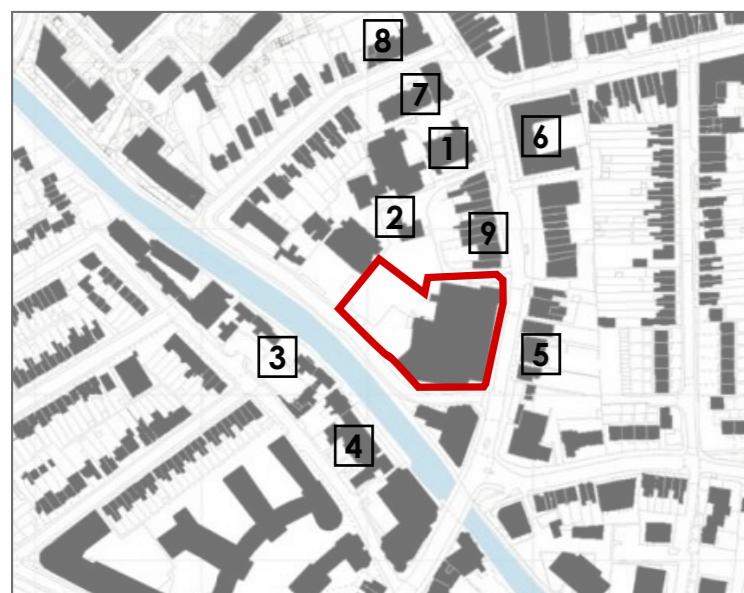
Art Wood Apartments

The five storey high building provides 28 flats.



3.6. Surrounding Buildings

The adjacent area comprises a variety of building styles and typologies



4

PLANNING CONTEXT

Planning permission (2370/APP/2018/2793 'the original permission' dated 21st August 2019 and an 'amended' section 73 permission 2370/APP/2019/2880 dated 8th October 2020) has previously been granted for:

'Demolition of the existing buildings and the redevelopment of the site to provide a part four to part eight storey building comprising a replacement Class A1 1,643sqm (GIA) foodstore, 144 residential units, basement car parking and associated works.'

The amended scheme of development was granted on appeal, the effect of which was to reduce the number of residential car parking spaces from 101 to 23 spaces through the removal of the previously consented second basement level of car parking. No changes were made to the number of customer car parking spaces serving the foodstore (69 spaces).

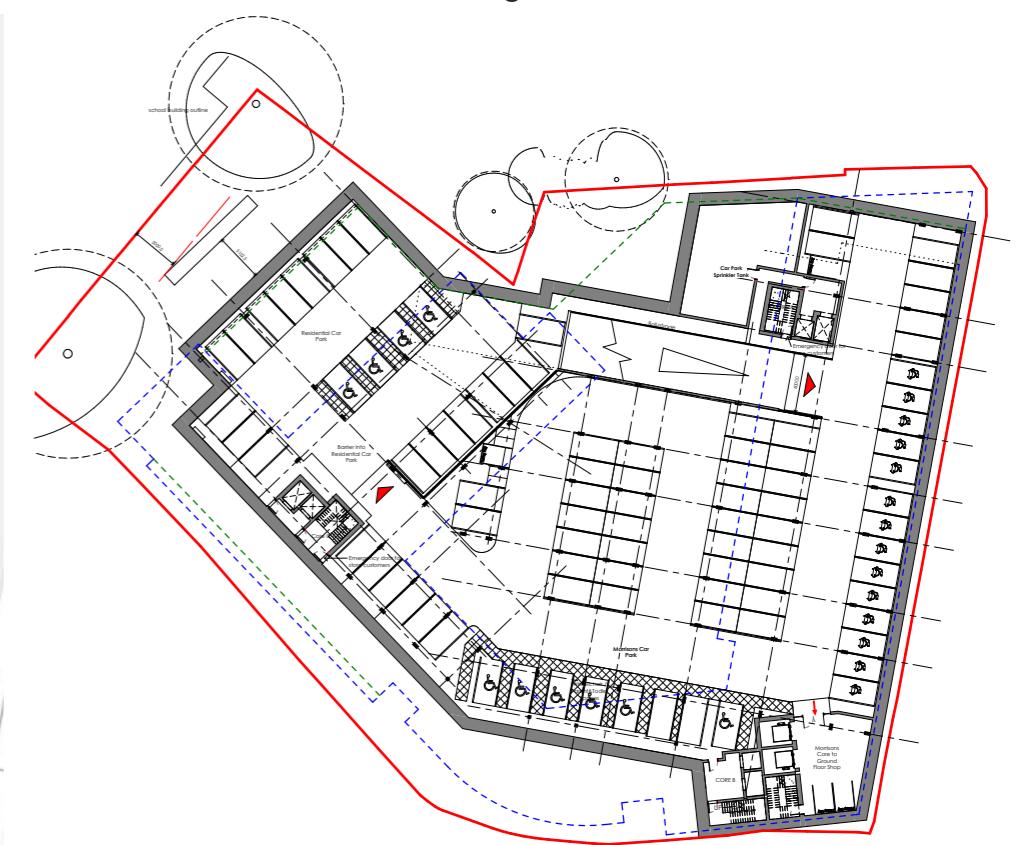
Both the original and amended planning permissions lapsed in August 2022 pending the submission of a revised scheme of development for the site.

Original Permission Ground Floor Plan



Original Permission Typical Floor Plan

Original Permission Basement Floor Plan



① High Street Elevation
1:200



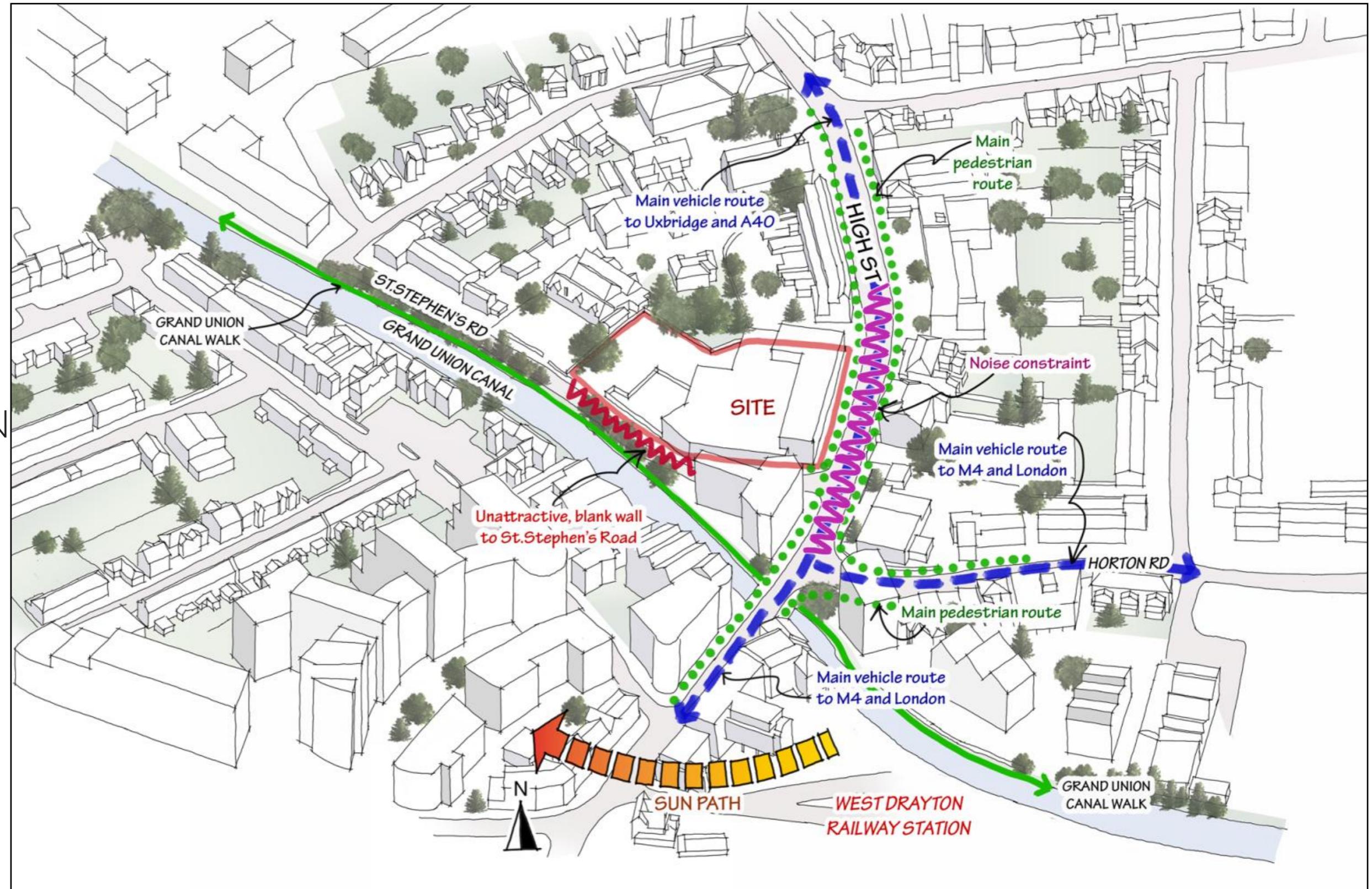
② St Stephen's Road West Elevation
1:200

③ St Stephen's Road East Elevation
1:200

Original Permission Street Elevations

5. EVALUATION

5.1. Constraints



5.2.

Opportunities

