

Design & Access Statement

1. Introduction

- 1.1. This document has been prepared to support the pre-planning application for the erection of five new residential flats at 288-306 High Street, Harlington, Hayes UB3 5DU.
- 1.2. The site is located within the residential suburb of Harlington in the London Borough of Hillingdon. The site is located 1.5 miles from Hayes & Harlington station which provides connections to London via overground and Elizabeth line. The site is situated 2 miles from Heathrow Airport and benefits from proximity to Hounslow and Southall.
- 1.3. The site presently consists of a mixed-use building which has 5 three bed maisonettes on first and second floors with five shops on the ground floor. The land to the rear is currently occupied by garages and a service yard which shall be demolished as part of the proposal.
- 1.4. The application site was subject to a previous pre-planning advice application 11952/PRC/2022/267 details of which are mentioned in subsequent sections.

2. Site Description:

- 2.1. The site is situated off High Street in the Harlington residential suburb of Hillingdon Borough. The existing building on site is a three-storey mixed-use development with 5 maisonettes across first and second floor and 5 ground floor shops. The land lying to the rear of the shops is occupied by garages and a service yard that is to be utilized for the proposal.
- 2.2. The site benefits from excellent connectivity to London and surrounding boroughs like Hounslow and Southall. The nearest station is at distance of 1.5 miles with the High Street providing connections to the Hayes Town Centre.
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FIGURE 1: SATELLITE IMAGERY OF SITE

3. Previous Pre-application Advice:

- 3.1. The previous pre-planning advice report (11952/PRC/2022/267) had the following feedback for the previous design scheme:
- 3.2.1. The proposed block of flats was too close to the northern and southern boundaries of the site which was resulting in 50% of the block adjoining the western boundary resulting in a cramped development with inadequate amenity and outlook for future occupiers.
 - 3.2.2. The height, width, massing, scale and siting of the development was causing it to negatively impact the adjacent properties due to loss of privacy and visual amenity of neighbours.
 - 3.2.3. The proposed communal and private garden amenity area was considered to be inadequate in quality and outlook due to overshadowing by existing three storey residential block.
 - 3.2.4. The location of the proposed windows was creating privacy issues for the adjacent properties.
 - 3.2.5. The Highway Authority was unsupportive of the application due to inaccessibility of the site by refuge vehicles along with the distance from the refuse storage to the resident's block being greater than 30m. Also, the no. of flats required the provision of additional short stay cycle parking spaces which was missing from the previous proposal.



FIGURE 2: GROUND FLOOR PLAN (PREVIOUS SCHEME)

4. Design

Description of Proposal

4.1. The proposal seeks to develop the currently underutilized rear yard to erect 5 residential flats with associated amenities. The development shall consist of a part single storey part double storey flat roof development.

Existing Use

4.2. The site currently is occupied by single storey flat roof garages and a service yard. The proposed residential flats shall be a beneficial utilization of a brownfield site within the Hillingdon Borough.

4.3. The site also includes the public house site at 286 High Street. The public house shall be retained while the rear portion shall be utilized within the proposed scheme.

Layout & Scale

4.4. The proposed scheme comprises of a split-level design which comprises of two 2-bedroom flats on the ground floor accompanied by refuse bin and cycle storage block, communal staircase, parking and private amenity for the ground floor flats. Each flat on the ground floor benefits from minimum 5sqm of private amenity area.

4.5. The first floor and second floors accommodate two and one unit respectively while breaking up the volume of the entire development. The staggering volumes have been introduced to preserve visual amenity and privacy of the neighbouring developments as illustrated below:

4.6. Each self-contained unit is complete with a bedroom, kitchen and living space and a toilet. The units have a GIA of more than the minimum 37sqm, as prescribed by the technical space standards.

S.NO.	Unit no.	GIA (sqm)(39sqm)
1	Unit 1 (2BHK) (2B3P)	60.56
2	Unit 2 (2BHK) (2B3P)	60.45
3	Unit 3 (1BHK) (1B1P)	40.65
4	Unit 4 (2BHK) (2B3P)	59.87
5	Unit 5 (2BHK) (2B3P)	59.87

Scale

4.7. The amended ground floor scheme accounts for ample circulation space within the site for refuge vehicle along with additional parking and amenity space. The building shall benefit from the access created off High Street funnelling into the Providence Lane. The new scheme utilizes design-based solutions to protect the outlook and visual amenity of adjacent properties along with maximum utilisation of the brownfield site.



FIGURE 3: PROPOSED GROUND FLOOR PLAN

4.8. The proposed three storey scheme does not overpower the neighbouring properties in terms of height or volume. The staggered volumetric approach breaks up the scale of the building to create a visually congruous scheme. The flat roof design also adds to the modern architectural language of the overall scheme and maximizes space utilization. Each flat has private outdoor amenity area that is in line with the local plan requirements for residential design.

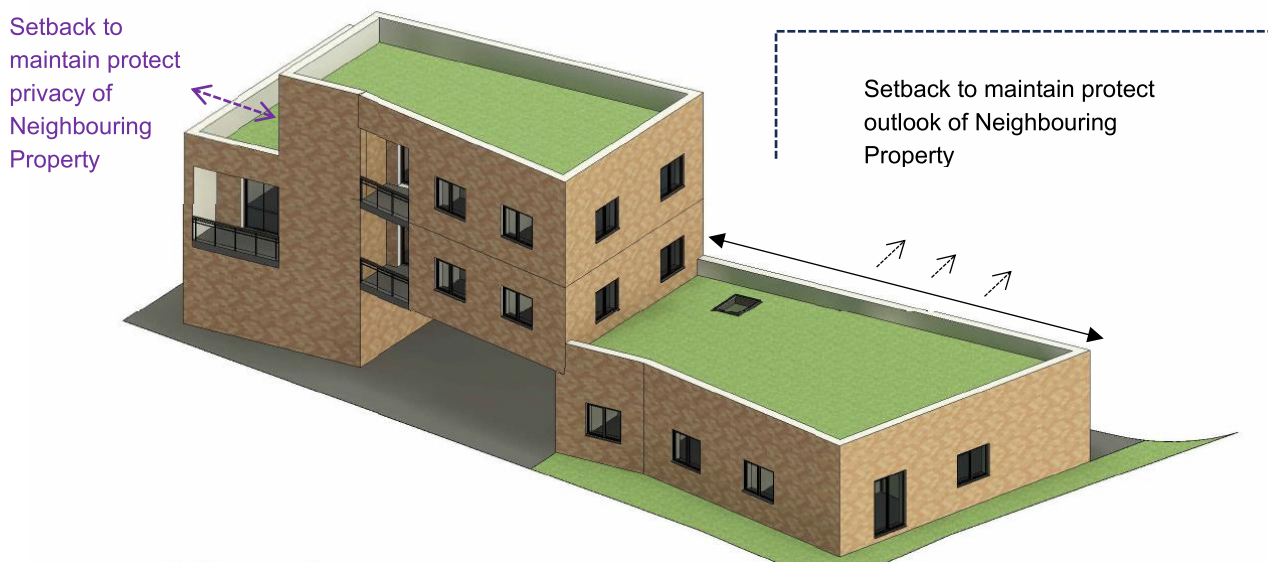


FIGURE 4: PROPOSED 3D VIEW OF THE DESIGN

Appearance

- 4.9. The flats shall have a modern architectural style with brick facing exterior, modern triply glazed windows with metal railings. The brick material shall be informed by the building around to make sure that the building's appearance is not incongruous to the visual character of the street scene.
- 4.10. The flat roof design of the scheme has the opportunity to be sedum roof which will add to the sustainability component of the proposed development, effectively reutilizing a brownfield site to help meet the borough's housing targets.

Access

- 4.11. The site is located off High Street, Harlington located behind the pre-existing residential block of flats. The building has five shops on the ground floor that provide the residents with easy access to provisions and amenities in and around the site along with the shops located on the High Street.
- 4.12. The nearest railway station is Hayes and Harlington station that connects the neighbourhood to rest of the city of London via the Elizabeth line. The site located at a distance of 1.5 miles from the station which can be reached via several buses from the nearby bus stop to the station.
- 4.13. The proposed scheme provides ample cycle parking and storage for residents and visitors thus integrating sustainable transport means into the already pre-existing excellent public transport infrastructure at the site. The development also provides three car parking spaces for the residents, serviced via the proposed access road inside the site.

5. Conclusion

- 5.1. This design and access statement has been prepared to support the pre-planning application for the erection of five new residential flats at 288-306 High Street, Harlington, Hayes UB3 5DU.
- 5.2. This pre-application seeks to obtain valuable feedback from the council to eventually formulate a proposal that shall result in an approval.
- 5.3. The flats shall be built on a currently under-utilized brown field site that can with the means of design strategies, introduce new dwellings to help meet the borough's housing targets. In addition to spaces that meet the national space standards, it shall also create a scheme that has the opportunity to meet sustainability targets while creating good living standard.