



Hyde Park Hayes 5

Millington Road, Hayes, Middlesex

Design & Access Statement - June 2012



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*as prepared by Hyland Edgar Driver

Introduction



1.1 Executive Summary

This Design and Access Statement has been prepared by 3DReid on behalf of Melford Capital Partners. This document is submitted in support of their planning application for the construction of two office buildings on land at Hyde Park Hayes, Millington Road, Hayes.

The document explains the design process and proposals in accordance with best practice and in particular CABE 'Design and access statements - How to write, read and use them' published in 2006 by the Commission for Architecture and the Built Environment. The Local Development Framework Supplementary Planning Document "Accessible Hillingdon" has also been used as a reference tool.

This document is designed to reflect the design process with its structure reflecting the recommended four sections:

- > Assessment
- > Involvement
- > Evaluation
- > Design

Applicant

HYDE PARK HAYES LIMITED

Fort Anne

Douglas

Isle of Man

IM1 5PD

1.2 Project Description

The Project is the design of a new office building within Hyde Park Hayes, accommodating a number of existing buildings (known as HPH1, HPH2, HPH3 and MSCP); it is bordered by North Hyde Road to the north, Dawley Road to the west and Millington Road which acts as an internal circulation road and also forms the border to the south and east of the site. There is an existing electrical substation on the site (to the south-west of HPH2) and there are a number of separate areas for at-grade parking to the north sides of the existing buildings

The new building proposed is to be named HPH5, located to the south of HPH2 & HPH3, and bounded by Millington Road on the north and east sides. Car parking for the building will be provided as basement parking underneath the building, with additional (visitor) parking to be provided at grade

The development is part of a co-ordinated programme of improvements including a new central open plaza between HPH2 and HPH5, and new landscaping as part of the development of HPH4 and HPH5. Additional landscaping will be provided across the Hyde Park Hayes site as a general enhancement and to provide a consistent and unified landscaping theme.

1.3 Project Brief

The Project Brief has been prepared using information obtained in a number of different ways:

- > Best Practice Guidance, for example the British Council for Offices BCO Guide to Specification, published 21-May-2009
- > Feedback and comments received from the Client and Client's Agents and Consultants; these comments have been collected in response to informal design presentations (for example the Concept Design Interim Presentation - given on 12-Mar-2012) or during formal Client Meetings (and included as part of the Meeting Record)
- > The Local Development Framework Supplementary Planning Document "Accessible Hillingdon"

1.4 Application Drawings

This document is to be read in conjunction with the following application drawings:

Proposed

Site Plan

110475 (D)	005	Location Plan	A1	1:250
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General Arrangement Plans - HPH5

110475 (D)	200	Basement Floor Plan	A0	1:125
110475 (D)	201	Ground Floor Plan	A1	1:125
110475 (D)	202	First Floor Plan	A1	1:125
110475 (D)	203	Second Floor Plan	A1	1:125
110475 (D)	204	Third Floor Plan	A1	1:125
110475 (D)	205	Fourth Floor Plan	A1	1:125
110475 (D)	206	Roof Plan	A1	1:125

Elevations - HPH5

110475 (D)	209	North Elevation	A1	1:125
110475 (D)	210	East Elevation	A1	1:125
110475 (D)	211	South Elevation	A1	1:125
110475 (D)	212	West Elevation	A1	1:125

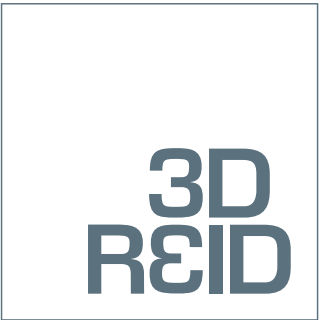
Sections - HPH5

110475 (D)	213	Cross Section	A1	1:125
110475 (D)	214	Long Section	A1	1:125

1.5 Project Team



Client
Melford Capital Partners
2 Eaton Gate
London
SW1W 9BJ



Architect
3DReid
West End House
11 Hills Place
London
W1F 7SE



Environmental Consultant
SKM
New City Court
20 St Thomas Street
London
SE1 9RS



Landscape Architect
Hyland Edgar Driver
1 Wessex Way
Colden Common
Winchester
Hampshire
SO21 1WG



Structural Engineer
Halcrow Yolles
5th Floor
3 Shortlands
Hammersmith
London
W6 8DA



M+E Engineer
Halcrow Yolles
5th Floor
3 Shortlands
Hammersmith
London
W6 8DA



Planning Consultant
Rapleys LLP
51 Great Marlborough Street
London
W1F 7JT

Physical Context



2.1 Site Description

Location

The site lies in central position within the Hyde Park Hayes Campus and the wider Millington Road commercial area, close to the junction of Dawley Road and North Hyde Road.

Access

Vehicular access to the site is currently taken from Millington Road on the western part of the site, by way of a dedicated entrance and exit. There is also a vehicular “lay by” at the southern boundary of the site. Pedestrian access is also facilitated from these points.

The site is located about 700m to the south west of Hayes and Harlington Station, and approximately 1.2km walking distance from the centre of Hayes Town Centre. The site is also accessible from the bus network, with services on Hyde Park Road, Dawley Road and Station Road.

Site Area and Topography

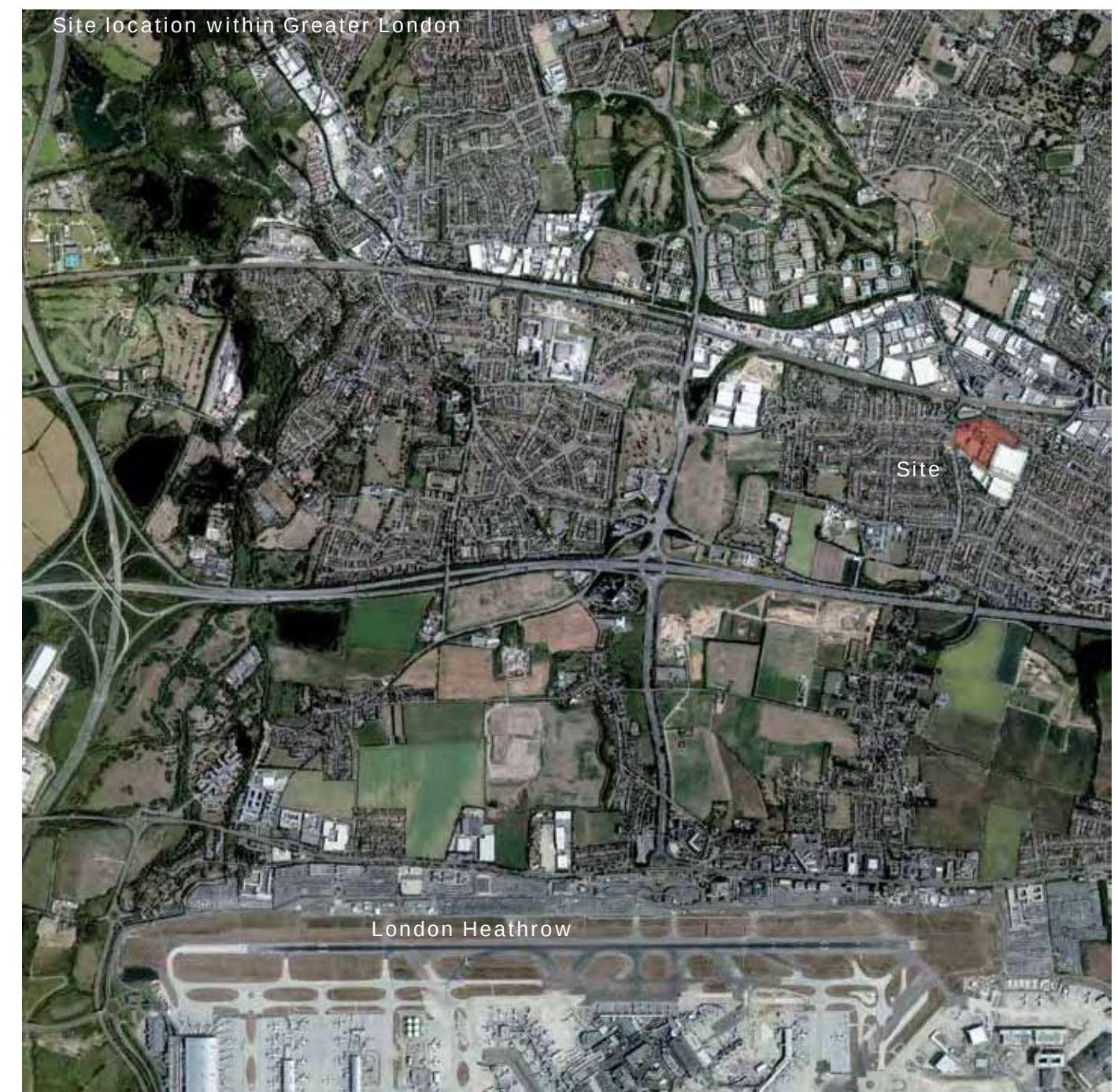
The site area extends to 0.5582 hectares (5582 sq.m), and is relatively flat.

Layout, Use and Status

The site was formerly occupied by a steel framed warehouse/industrial structure which housed the Maccess operation (a motor part distributor to trade), but was demolished approximately five years ago. The site is currently cleared and vacant, and as such lends little to the aesthetics of the Hyde Park Hayes or the wider area.

Address

Hyde Park Hayes,
Millington Road,
Hayes,
Middlesex



2.2 Transport

Transportation

Hyde Park Hayes benefits from a very well connected location from all major transport modes. In addition the site is within walking distance of Hayes town centre.

Rail

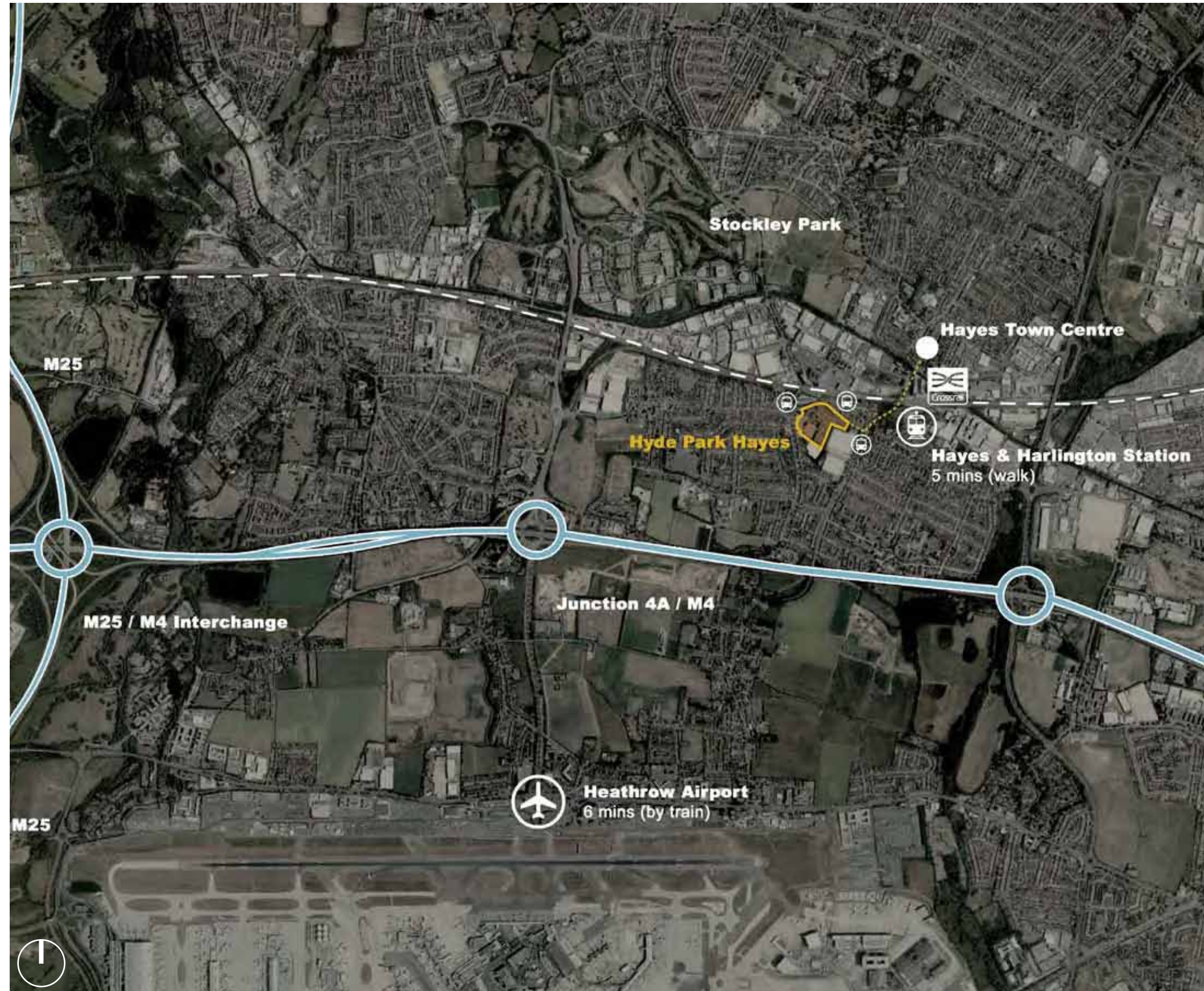
Hayes & Harlington rail station lies just a five minute walk away from the site.

Vehicular

The M4 motorway runs to east - west to the south of the site - the M4 / M25 interchange is just 7 minutes from the site.

Air

The site benefits from a close location to Heathrow Airport - just six minutes to the south of the site by train.



2.3 Key views

Key views have been selected across the entire Hyde Park site, in order to illustrate the existing context of the site, including existing buildings, landscaping and entrances in to the site.

The adjacent aerial view taken from the south of the site has been included to illustrate the relationship between the plots that make up the site. The aerial view is however outdated - the red outline indicates building subsequently demolished.

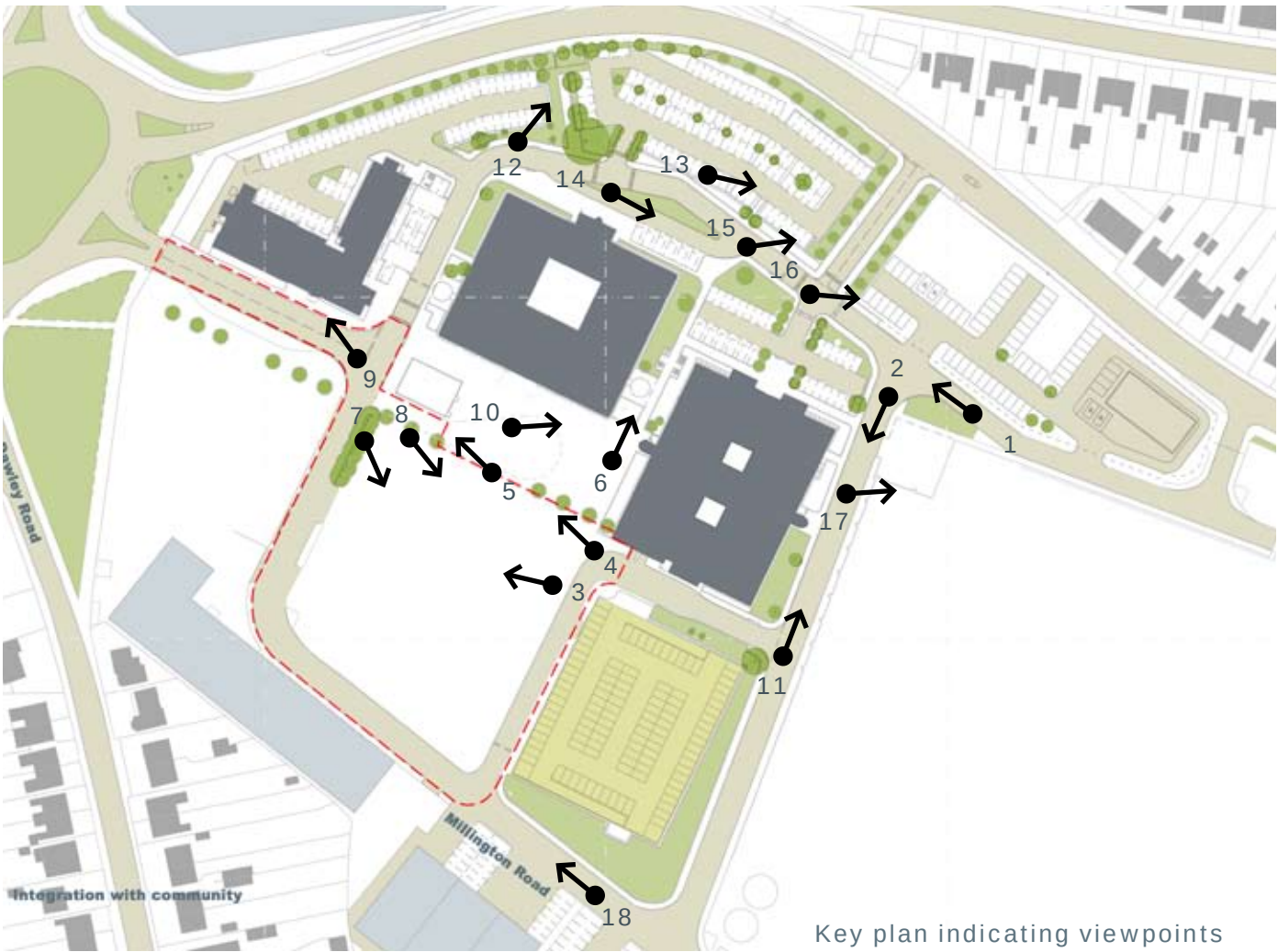
- A. Hyde Park Hayes 4 site
- B. Hyde Park Hayes 5 site
- C. Hotel site
- D. Vacant site



Aerial view from the south of the site

Photograph key

- 1. Hotel site to right
- 2. HPH 1 to right
- 3. HPH 4 site to left
- 4. HPH 4 site to left
- 5. Landscaped zone
- 6. HPH 2 & 1
- 7. Multi storey car park
- 8. HPH 1
- 9. HPH 3
- 10. HPH 2
- 11. HPH 1
- 12. Car park
- 13. Car park and perimeter road
- 14. Hotel site
- 15. Hotel site
- 16. Corner of hotel site
- 17. Empty plot adjacent to hotel site
- 18. View north-west up access road



Key plan indicating viewpoints





2.4 Existing land uses

The site is currently cleared and vacant.

Site Surroundings

The plots on the campus adjoining the north, east and west of the HPH5 plot fall within the Hyde Park Hayes campus, which at present consists of the following plots:

- (i) A 4 storey office building, known as HPH1, which provides approximately 8,640 sq.m in net floorspace and was built in 1994 (to the north-east of the site);
- (ii) A 3 storey office building, known as HPH2, which provides approximately 6,285 sq.m of net floorspace and was built in 1983 (to the north of the site);
- (iii) A 7 storey office building, known as HPH3, which provides approximately 5,130 sq.m of net floorspace (to the north-west of the site). It was constructed in the 1975, but has recently been refurbished;
- (iv) A plot known as HPH4 (to the west of the site) which previously accommodated a twin span steel portal frame warehouse (known as “the Annexe”) and associated parking. This building, at one time, housed the Safeway canteen but following the cessation of that use reverted to a mixed Class B consent. The building was demolished in 2008;
- (vi) A plot known as HPH6 which formerly accommodated a pre-war office building, Mercury House, which was used as office accommodation with associated parking; Mercury House was demolished in 2007, and
- (vii) Multi-storey and surface level car parking for HPH1, 2 and 3 with associated access from Millington Road and North Hyde Road (to the east of the site).

The Hyde Park Hayes Campus, as a whole, is currently subject to enhancement works, and the development proposal at HPH5 will be complementary to this.

To the south, on the opposite side Millington Road, are light industrial/warehousing buildings which are not in the ownership of the applicant.

Overall, the site lies within a relatively mixed area, with development that varies in terms of use, scale, mass and general height. However, it should also be appreciated that within the immediate vicinity of the site there are substantial structures.



2.5 Site Evaluation

This section summarises the key issues which inform the site's design principles and solutions. Effectively, it balances the site's opportunities and constraints, arising from the assessment and involvement stages.

The Location of the Site - As previously discussed, the site lies in a central position within the Hyde Park Hayes campus and the Millington Road commercial area, which is, in turn, in close proximity to Hayes Town Centre and Hayes and Harlington Station. It therefore provides an opportunity to deliver an anchor employment use as part of the redevelopment and enhancement of the wider Hyde Park Hayes campus, to ensure its continuing employment-led character.

Floorspace - The quantum of floor space associated with any use should respond to market demands, in order that any scheme is viable and capable of being delivered. Further, any floorspace created needs to be designed in a flexible manner, to ensure that it is attractive to the widest range of occupiers.

Layout - The proposed layout of the site will need to respect, and be informed by, the presence of nearby buildings that are to be retained for beneficial use (such as HPH1, HPH3 and the multi-storey car park).

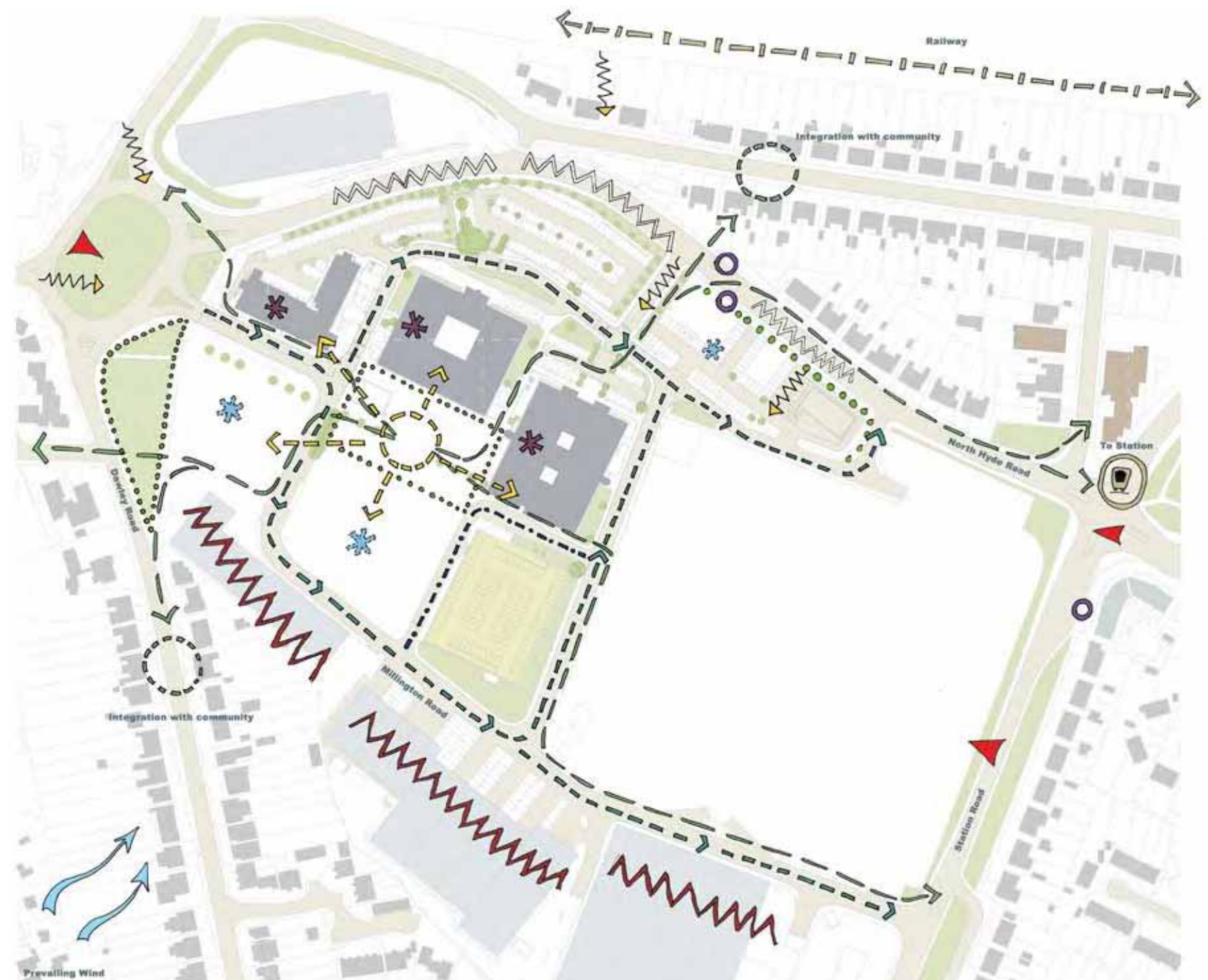
Height/Appearance of Building - It is recognised that any design solution should be informed by, and respond to, the scale and appearance of nearby buildings.

Access and Parking - As previously detailed, the site is within 1.2km of the centre of Hayes Town Centre and 700m from Hayes and Harlington Station. The site is on the boundary of PTAL rating 3 and 4. Further, bus and rail services are available within walking distance and a wide range of services are available at Hayes Town Centre. Parking provision in any new development on the site should reflect the likely demand generated by the development, the accessibility of the site and the Council's parking standards. In terms of the physical accessibility of the site, any new development should be made accessible to all, and access in and around the site should be managed in a logical and legible manner.

Landscaping - There are significant opportunities for the enhancement of landscaping. Any landscaping strategy should create visual interest within the site, assist its the visual connectivity to surrounding development plots and introduce an appropriate and soft interface with the surrounding environment.

Summary - From the foregoing commentary, the key constraints to be addressed are the scale of surrounding development. Conversely, the site offers significant potential to deliver a rejuvenated and enhanced employment offer on the site, with a building of some presence, which will further the comprehensive enhancement of the surrounding area a whole, in turn fostering the vitality and viability of Hayes, including its town centre.

-  Urban edge
-  Physical barrier
-  Noise
-  Green areas
-  Key building
-  Future key building
-  Bus stop
-  Nodal point / connectivity
-  Pedestrian / community inte
-  Primary vehicular route
-  Secondary vehicular route
-  Major views into site



Design Development



3.1 Design Development

Building Strategy

The basic concept was to complete the business park in a manner which tied all existing buildings of HPH1, HPH2 and HPH3. This has been achieved by a commonality of specification and colour palette. HPH4 and HPH5 have been designed in unison, as part of the same design workshops to ensure they complement one another in visual terms.

Positioning

The central feature of the park is the landscaped piazza which is the focus for the current buildings of HPH1, HPH2 and HPH3. Notwithstanding that the two buildings are envisaged to function separately, the proposed buildings of HPH4 and HPH5 have been positioned as such to facilitate connection between not just each other but the piazza as well. This has been achieved by stepping the buildings so HPH4 is situated 7.5m in front of HPH5. This offset allows the hard landscaping path in front of HPH5 to run directly into the reception of HPH4, creating a strong north-south and east-west axis.

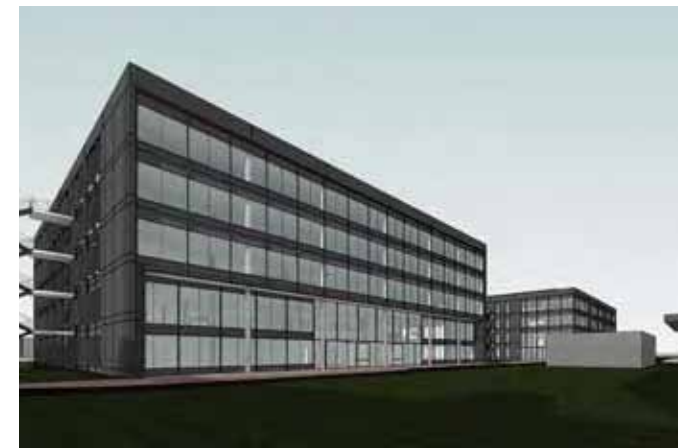
Concept

The concept of the design was to reflect the best elements of large business districts while still responding to the site conditions and existing buildings within the park. The existing buildings lack on one level, a coherence due to HPH1 and HPH3 having a vertical language and HPH2 a horizontal language. However, they are tied together with their specification through either colour, (white) or materiality, (insulated panels) and at certain instances floor to ceiling glass. As such the proposal for both buildings seeks to respond to these common elements. A vertical emphasis is placed on the glazing and insulated panels. In addition the placing on the insulated panels reflects the structure of the building, with the panels masking the shear walls which give the building its support and rigidity. The shear walls have also been placed in positions which add hierarchy to the building with their locations on the east, south and west facades only which represent the “back” and “sides” of the building hence freeing up the fully glazed north elevation which is the principle façade. The concept is to reflect a glazed box which has been pushed out from under the structural skeleton. This projection adds further definition and is also reflected on the corner of HPH4 to maintain a common language. The main entrance is highlighted by a feature portico to further identify the “arrival point.”

The solar shading is a direct reflection of the optimum treatment required to mitigate against solar gain. Therefore the east and west elevations utilize vertical fins while the south elevation utilizes horizontal ones.

Connectivity

The HPH5 site sits within the main ownership of the business park with Millington Road forming the western boundary of the site. HPH5 will define the southern boundary of the piazza.



3.2 Form & Scale

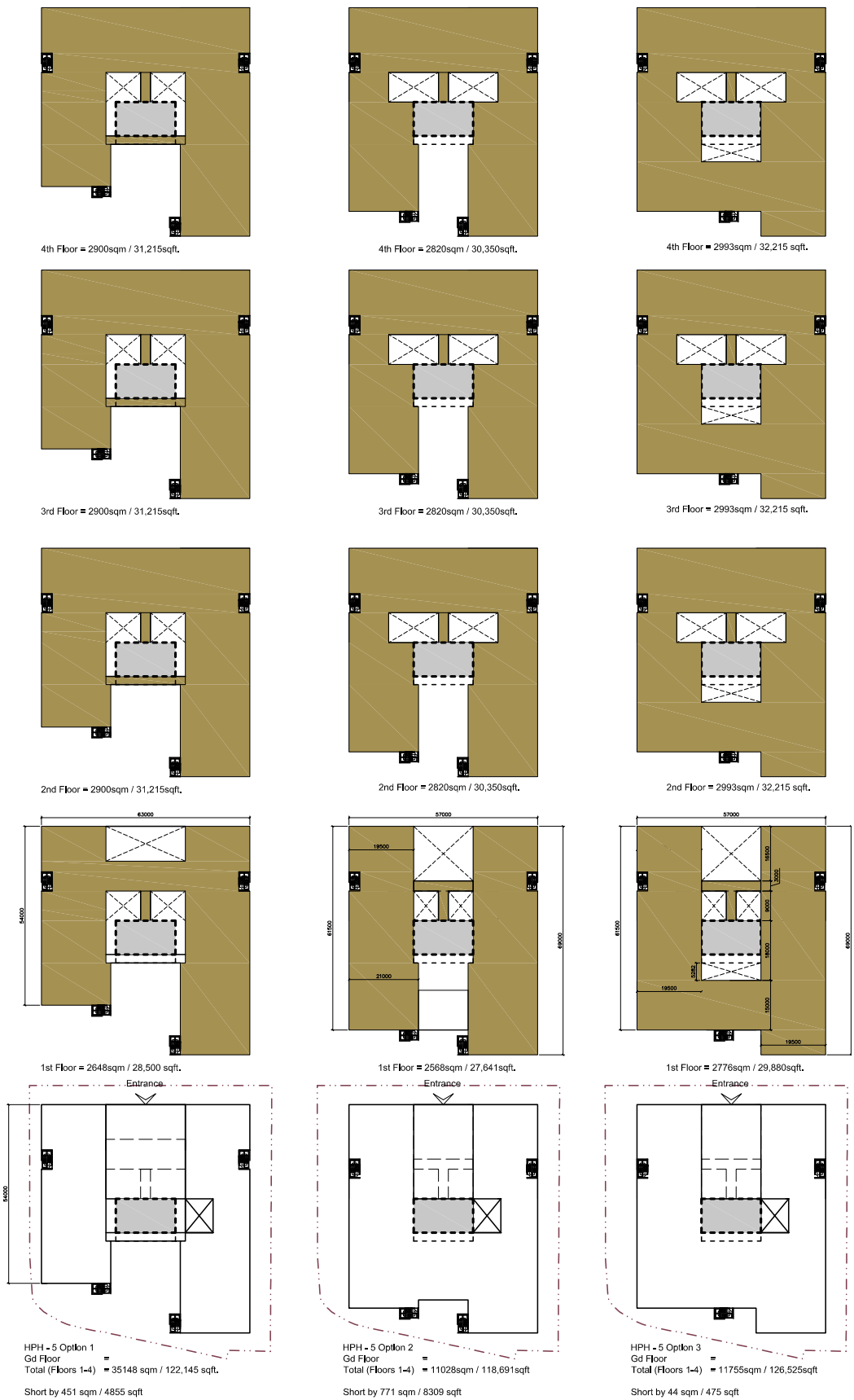
Form

The form and shape of the building was rigorously tested through block and area modelling. This process helped to test out varying forms and configurations of the building. It assessed the footprint, scale, atrium locations, NETT to GROSS percentages as well as establishing the main point of entrance into the building.

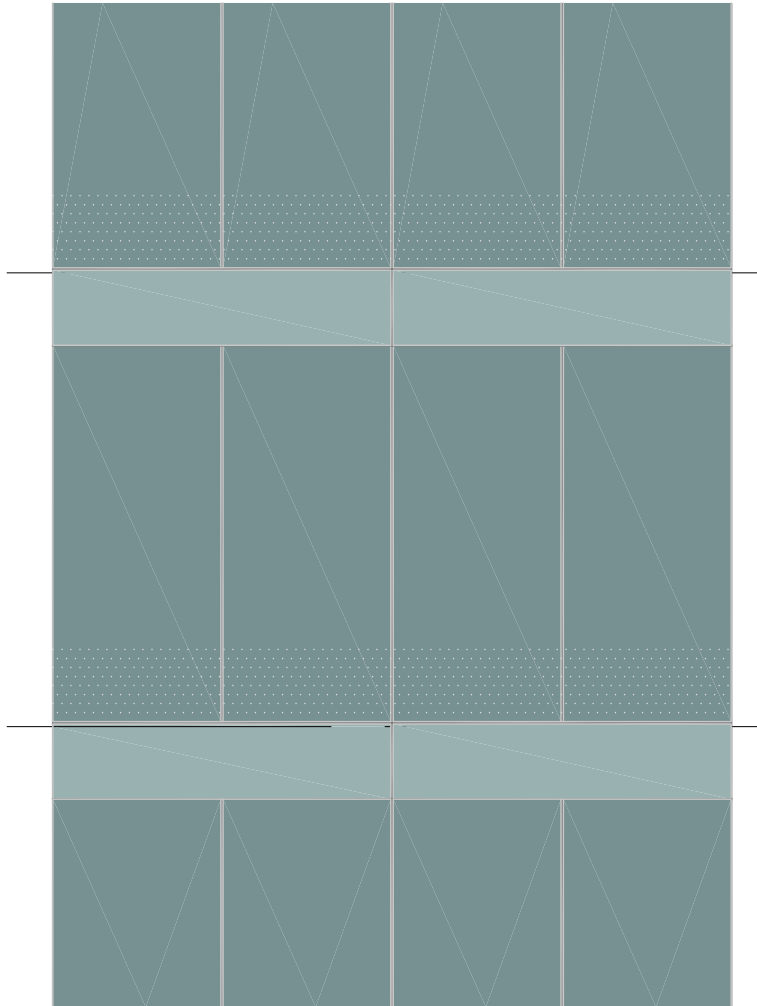
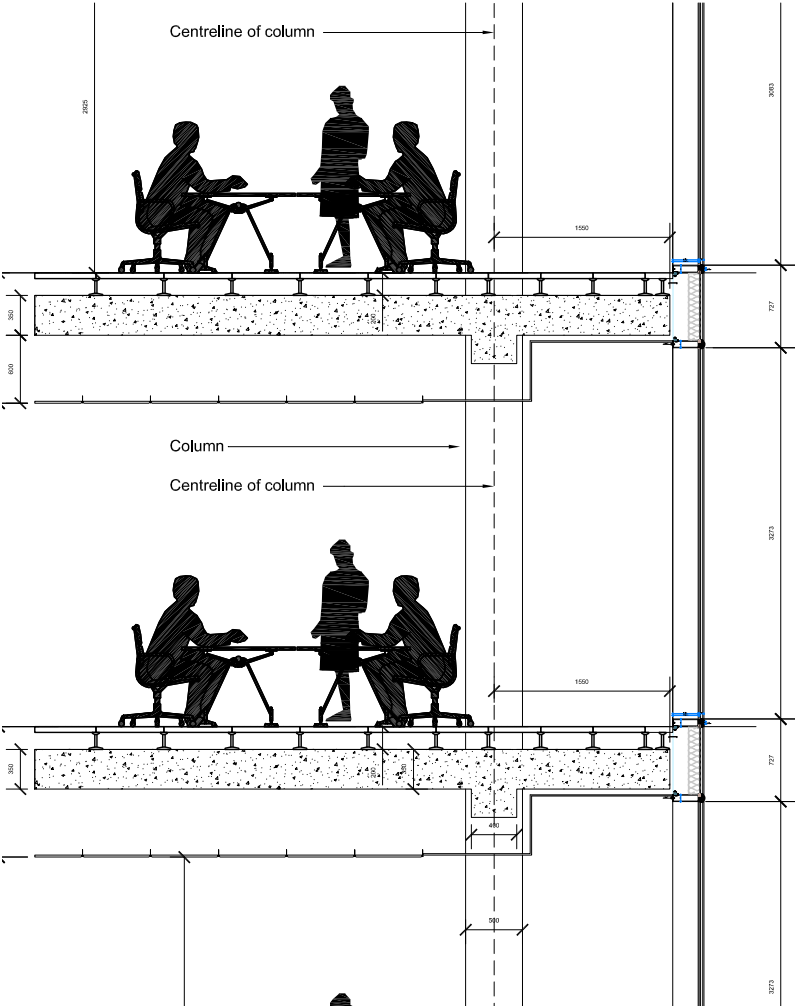
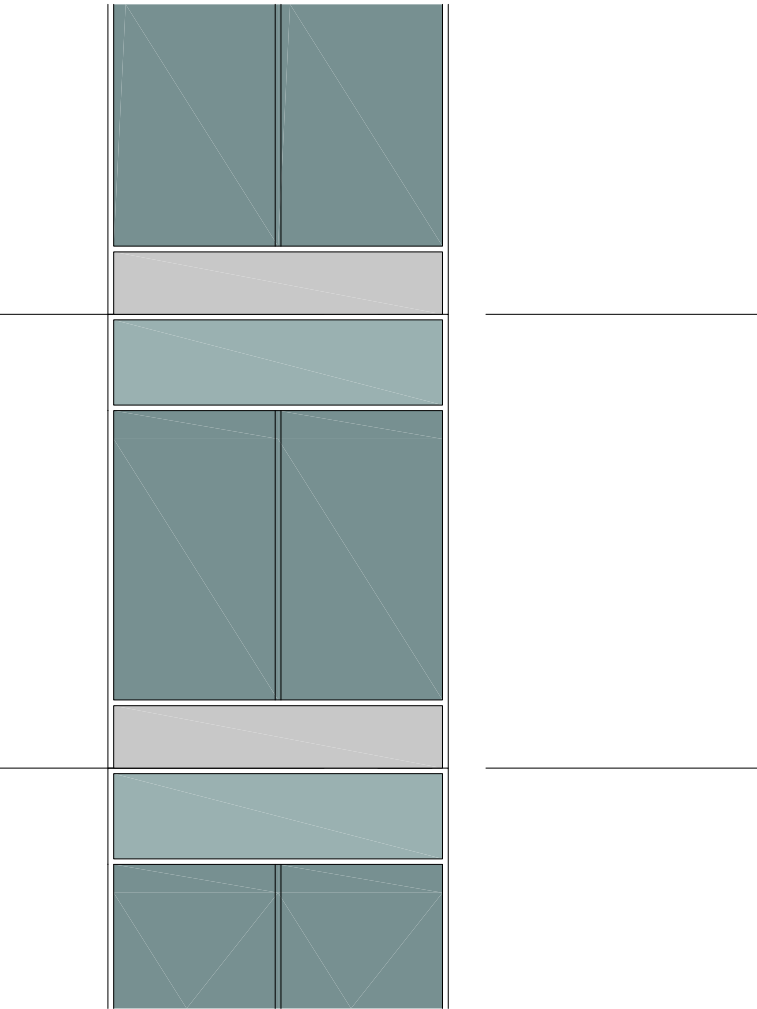
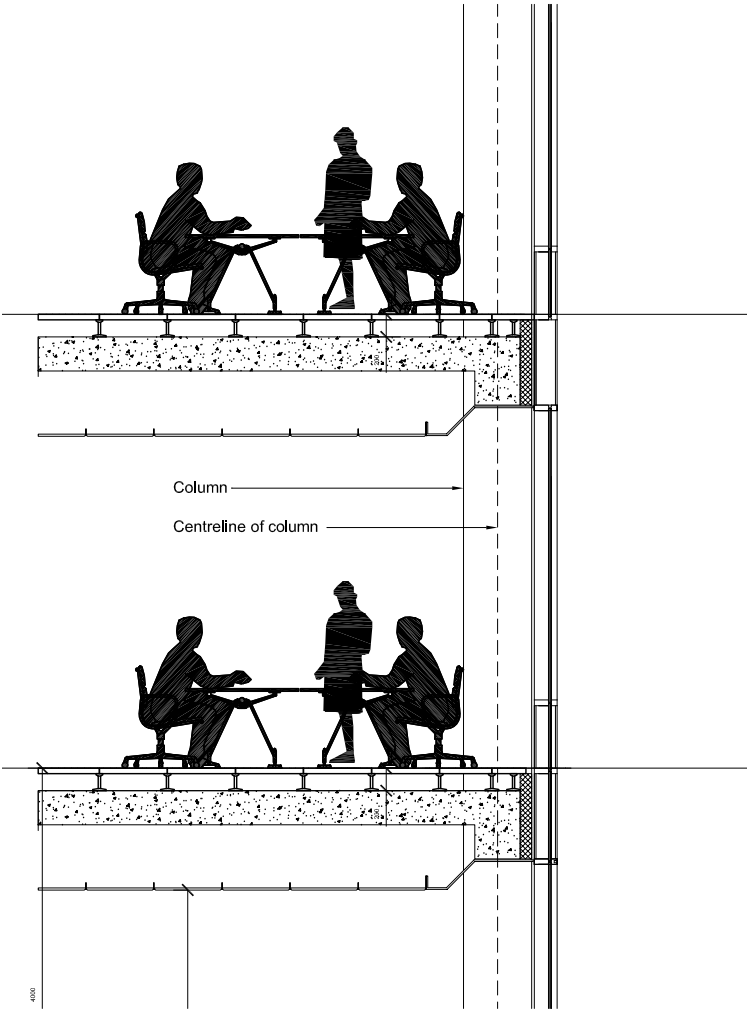
The building responds to its site confines allowing for the required floor area to be met without going above 5 storeys. This utilisation of site area still allows a generous area for landscaping and accessible parking spaces.

Landscape

The main building has been placed 7.5m south of the proposed HPH4. Allowing a clear link to be made directly between the two buildings. The main entrance has been placed on the north elevation - opening out on to the piazza, responding to the current hard landscaping in this area of public realm.



3.3 Facade Treatment



Design Proposals



Proposed

Site Plan

110475 (D)	005	Location Plan	A1	1:250
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General Arrangement Plans - HPH5

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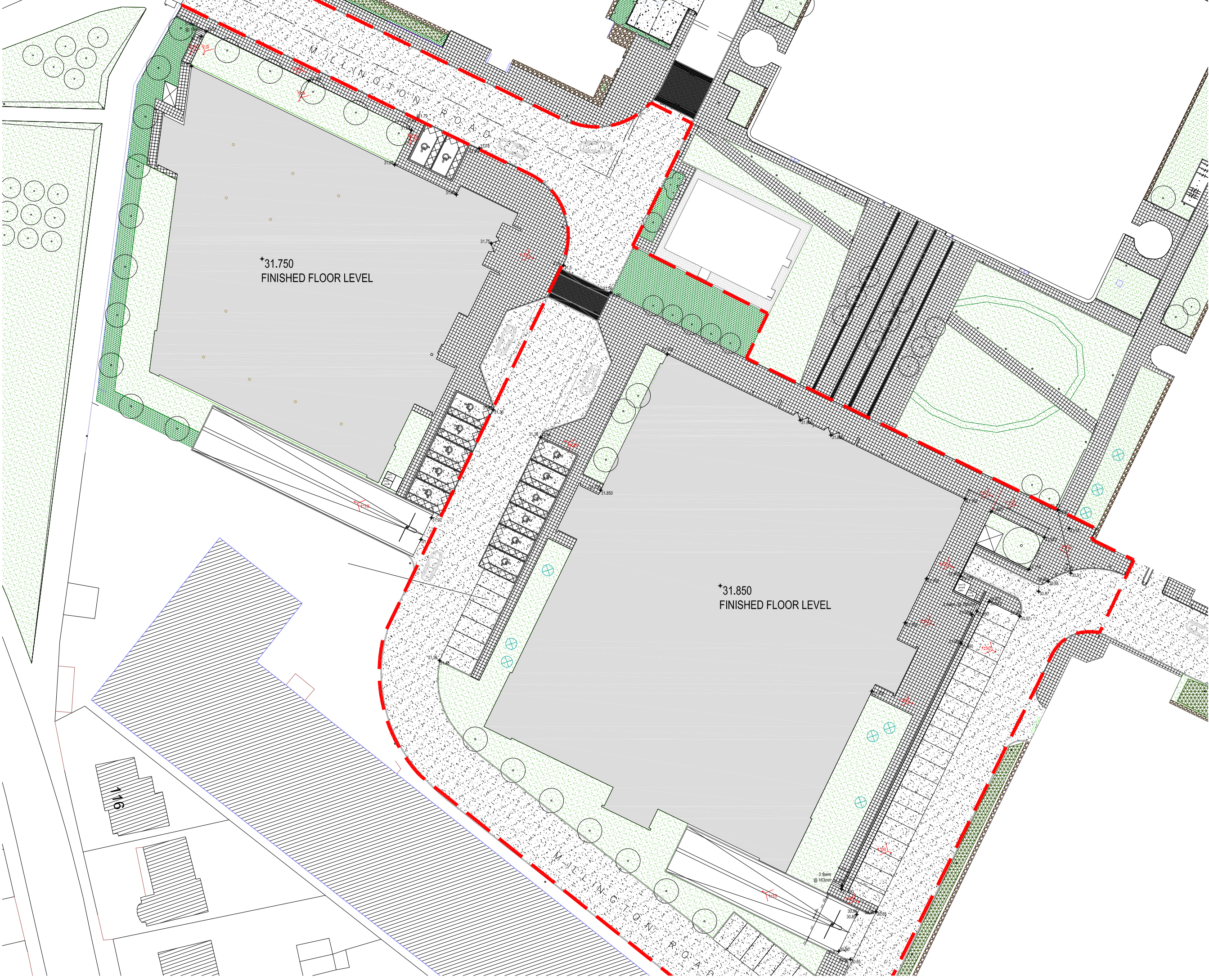
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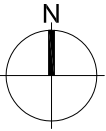
Sections - HPH5

110475 (D)	213	Cross Section	A1	1:125
110475 (D)	214	Long Section	A1	1:125

4.1 Plans



Notes
Do not scale from this drawing. All dimensions to be checked on site prior to construction and any discrepancies reported to the Architect. Copyright reserved,



Revisions
Status

PLANNING

Client
HPHA Ltd

Project
HYDE PARK HAYES 4 & 5

Title
SITE PLAN LAYOUT HPH5

Scale	Size	Date	Drawn	Checked
1:250	A1	300512	HM	AF

3DReid
83 Fountain Street,
Manchester, M2 2EE
t: +44 (0)161 236 7070
f: +44 (0)161 236 7077
w: <http://www.3dreid.com>
Birmingham Edinburgh Falkirk
Glasgow London Manchester



Project No.	Drawing No.	Rev.
110475	D-005	-

Basement Floor Plan

