



## 1-3 COLDHARBOUR LANE, HAYES, UB3 3EA

Proposed demolition of existing building and construction of new mixed use development incorporating 2no retail units and 9no new dwellings.

DESIGN & ACCESS STATEMENT

27/10/2022

Admin/CL/215/02/LA.01





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## 1.0 Introduction

This document has been prepared by Wighton Architects on behalf of our Client to establish the potential for the development of the site located at 1-3 Coldharbour Lane, Hayes, UB3 3EA.

This document provides an assessment of the siting, constraints and opportunities which have influenced the proposals. The design principles detail the massing, scale, housing mix, and access, alongside other factors that have developed the design. The final section outlines the appearance and materiality of the proposed building with coloured elevations and photomatched visuals that show the proposals in context.

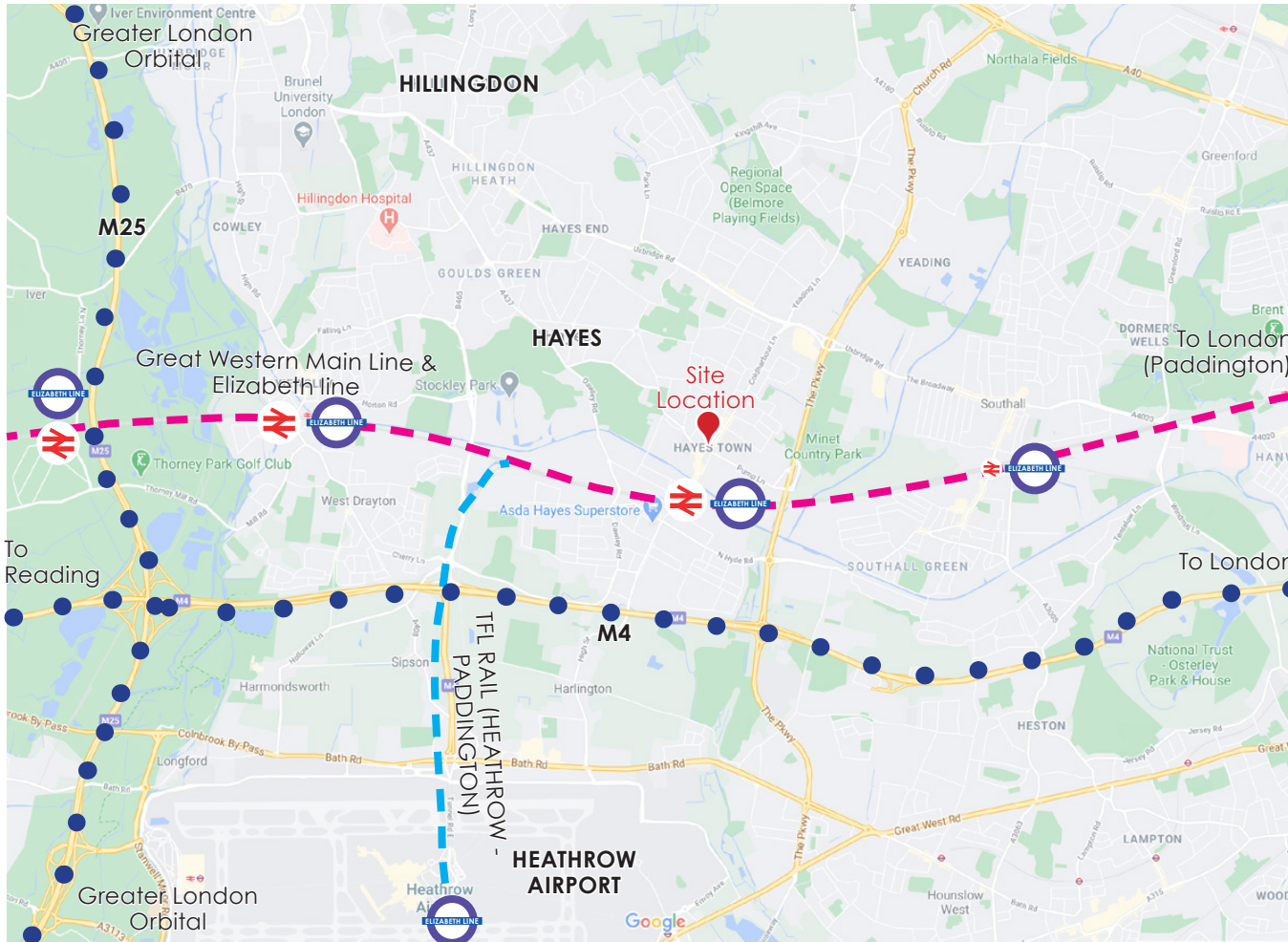
The information within this document looks to provide the justification that the development is suitable on this site and that the proposal would have a positive impact on the surrounding area and neighbouring properties.

The application would seek approval for the demolition of the existing single storey building on the site.

The proposal is to construct a new building incorporating 2no retail units on the ground floor with 9no apartments above.

The proposals have received pre-application advice in 2021. Following this, the design proposals have been critically reassessed and revised to suit the comments of the local planning authority.

It is hoped that, with the information contained within this design statement, Hillingdon Council will be able to offer their support for the proposed development.



Site Location (Google Maps)

## 2.0 Site Assessment

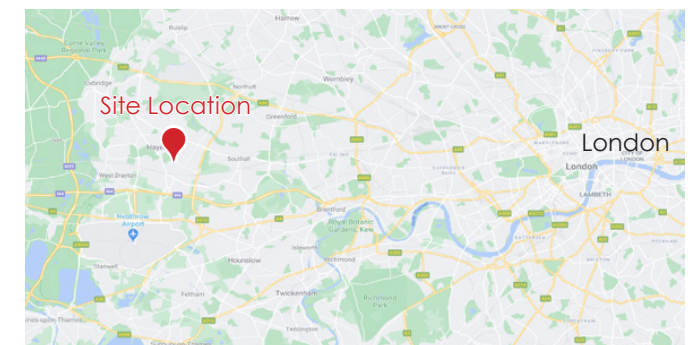
### 2.1 Site Location

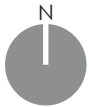
Site Address:

1-3 Coldharbour Lane  
Hayes Town, Hayes  
UB3 3EA

The site is located in Hayes Town, west London, approximately 2.35 miles from Hillingdon Heath. The site corner plot which can be accessed directly from Coldharbour Lane and East Avenue. Coldharbour Lane links the site closely to both its locality of Hayes Town and the wider west London area

The surrounding area has excellent transport links. There are bus stops within 150 meters of the site that serve minor bus routes within the local area. Furthermore, Hayes and Harlington station is approximately 8 minutes walk (550m) from the site which connects Hayes Town directly with both Central London, Heathrow Airport as well as the wider area through the National rail network and Crossrail. A Transport Technical Note has been provided to support this planning application and will be summarised in section 3.10 & 3.11 of this document.





Site Aerial View (Google Earth)

●●●➔ Key highway routes    — Application Site

- Primary roads
- ⊙ (with 'BUSES' text) Bus Stops
- ⊙ (with 'CYCLES' text) Bike Parking
- ⊙ (with 'ELIZABETH LINE' text) Railway / Crossrail station

## 2.0 Site Assessment

### 2.2 Surrounding Site and Context Appraisal

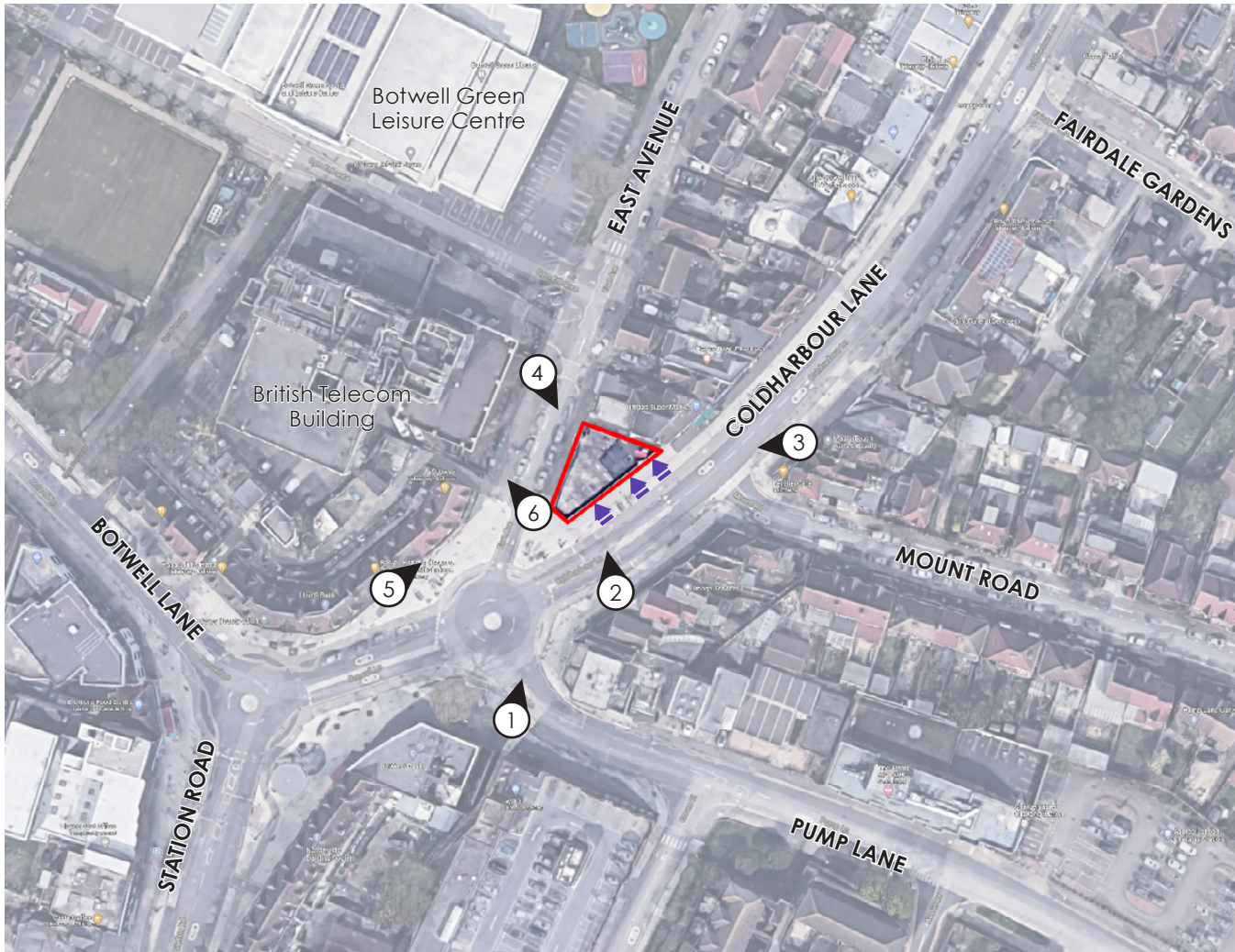
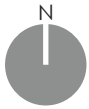
Hayes Town is an area within the wider suburb of Hayes. Hayes is located in the Southeast of the London Borough of Hillingdon, north of Heathrow airport. Hayes is a long established settlement which appears in the Domesday Book. Hayes Town is identified as the area between Coldharbour Lane and Hayes and Harlington Railway Station, connected by station road. Historically this area was the Hamlet of Botwell.

The proposed site occupies the corner at the roundabout on Coldharbour lane and East Avenue. Coldharbour Lane connects Hayes Town to the north Hillingdon area. To the south of the roundabout Station road connects the site with the high street and Hayes and Harlington Station. Immediately across Coldharbour lane, there are shop fronts with dwellings above whilst the properties on Mount Road and Fairdale Gardens are predominantly terraced housing.

Due to the proximity to the centre of Hayes town, the site occupies a key location that provides an 'anchor' to the high street. The site is close to many local amenities furthermore the site is served by the Botwell Green Leisure Centre and Library 100m from the site.

Approximately 225m from the site, A major residential development was recently approved on Pump Lane at the Chailey Industrial Estate (Ref: 2102/APP/2018/4231) for 331no new apartments and 710sqm of proposed commercial.

The block of buildings (Nos. 5 - 103 Coldharbour lane) is 'book-ended' at the site (No. 1-3), and at the junction with East Way (No. 109). The bookend building at East way is a new 4-storey residential building.



Site Photos (Google Earth)

- Site boundary    
 Existing site access    
 Photo Reference

## 2.0 Site Assessment

### 2.3 Site Appraisal

In the vicinity of the site, the land east of Coldharbour lane is mainly residential. To the south of the site there is a mix of commercial retail and offices. North along Coldharbour lane the street becomes increasingly residential.

Immediately to the west of East Avenue is the local BT exchange. The building is both large and dominates the street scene.

The application site covers 260m<sup>2</sup> and currently comprises of 3no retail units to the ground floor of a single-storey flat roof structure. These are currently occupied by a charity shop, estate agent and computer repairs shop. These units shop frontages are located on Coldharbour Lane with rear access to commercial bins stored on East Avenue.

The site in plan represents a wedge with the widest part of the plan to the northeast. The tip of the wedge projects towards the large open public realm surrounding one of two roundabouts at the heart of Hayes Town.

The current building is predominantly glazed facade and signage bulkhead on the elevations facing Coldharbour Lane and the roundabout. The rear elevation along East Avenue is brick with small glazed openings with bars and roller shuttered doors. The brick wall at the rear of the building has an arched feature parapet. The roof to the building is flat.

Overall, the existing structure is of low architectural merit and is of a poor overall design and density for a site of such prominence on the Hayes Town high street.



1. View of site from roundabout



2. View of 'tip' of site from opposite side of Coldharbour Lane



3. View of site from opposite side of Coldharbour Lane



4. View of rear of site from East Avenue.



5. Panorama of tip of site from the corner of the roundabout

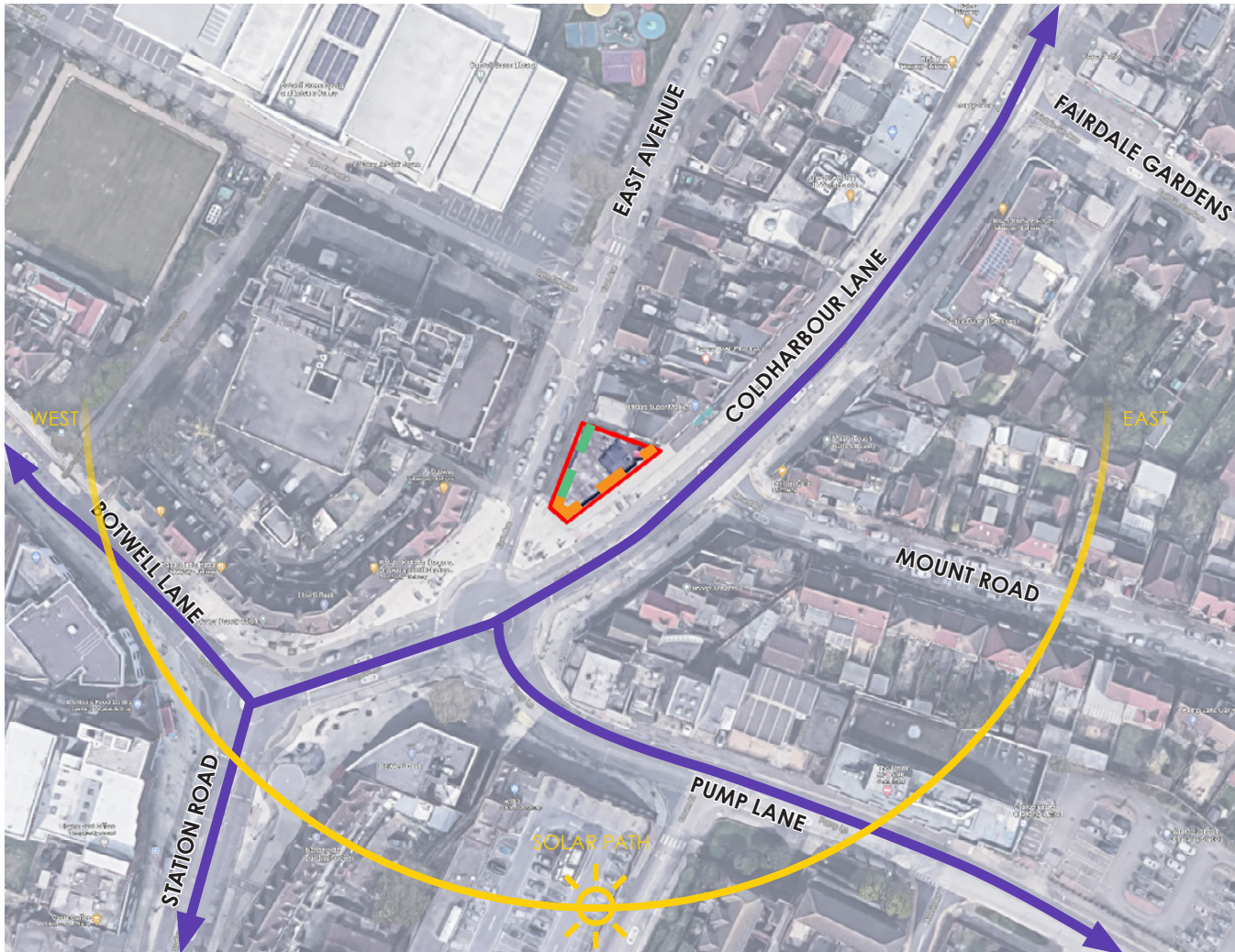
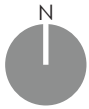
## 2.0 Site Assessment

### 2.4 Site Photos

The photographs on this page provide images of the existing site. A key to the photographs is on the plan on the previous page



6. View of British Telecom building opposite site on East Avenue.



Site Analysis (Google Earth)

## 2.0 Site Assessment

### 2.5 Constraints and Opportunities

The plan on this page illustrates the constraints and opportunities identified during the site analysis process and demonstrates the over-arching approach to the development.

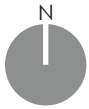
The design approach for the site is very much led by the existing site and constraints, including:

- Existing access points.
- Existing and adjacent buildings.
- Primary frontage to Coldharbour Lane.
- The prominence of the 'tip' of the site within the street scene.
- Secondary frontage to East Avenue.
- Scale and massing of surrounding buildings.

#### Key

- Site boundary
- Existing Public access to shops
- Primary roads
- Main building frontage
- Secondary building frontage





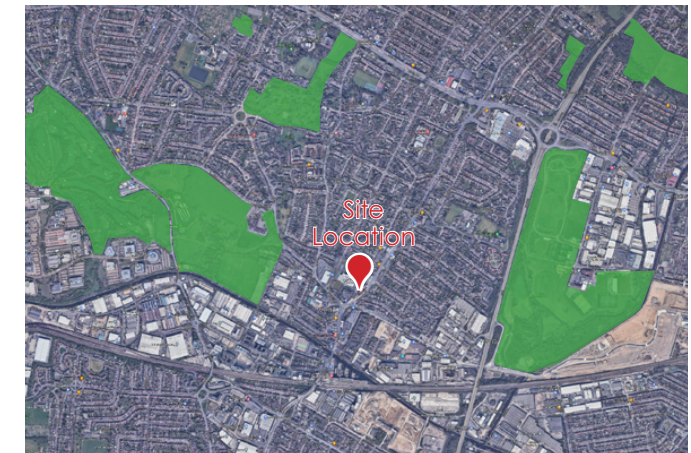
Established trees (Google Earth)

## 2.0 Site Assessment

### 2.6 Green Spaces

The immediate vicinity of the site is very urban in character. There are no trees or plants within the site boundary. There is a large tree on the opposite side of the roundabout from the site with few smaller trees in the local area.

There are several public green spaces close to the application site. These are substantial areas that provide a meaningful retreat from the city.



Public Green Spaces (Google Earth)

Key

-  Site boundary
-  Established tree
-  Public green space

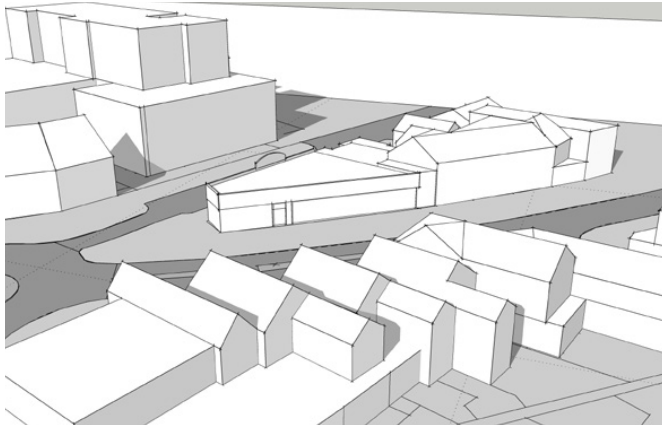


Image 1  
Existing Building massing.

Image 1 indicates the mass of the existing building and the massing of the immediate context.

The existing massing of the site is lower than the surrounding buildings and it is dwarfed by the neighbouring BT exchange.

It is noted that the massing on the opposite side of Coldharbour lane is represented by the ground floor shopfront building line projecting forward from the gabled host buildings which are stepped in plan.

It is felt that due to the prominence of the site, which forms a wedge at one of the roundabouts in the centre of Hayes Town, the proposed development should be higher than the immediately connected massing on Coldharbour lane.

A proposed 5-storey building would also balance against the existing massing of the BT exchange.

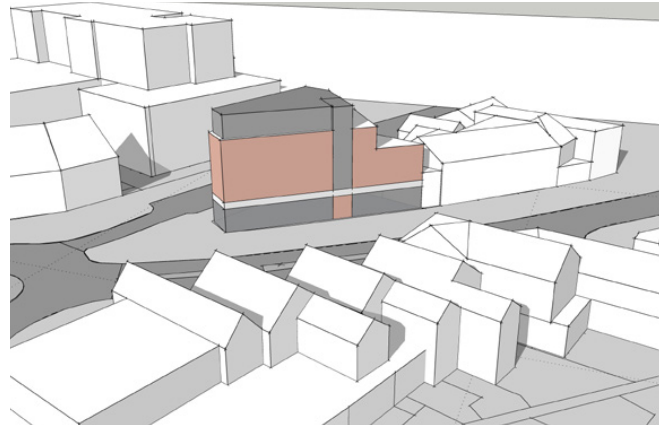


Image 2  
Proposed massing | 5-storey building with metal clad top storey.

Image 2 represents the initial developed massing within the surrounding context establishing the design principles.

The aim of the overall design is to create a clear visual separation between the ground floor retail units from the upper residential units, similar to the pattern seen from the shopfront projections on the opposite side of the street.

In image 2 it was proposed to step the massing up towards the roundabout to create a feature of the prominent corner site.

This would also mean the massing would step down towards the adjoining buildings, preventing the proposals from being overbearing.

Image 3 is a visualisation of the pre-planning design showing materials, fenestration and detailing.

## 2.0 Site Assessment

### 2.7 Massing Study



Image 3  
Proposed Building | 5-storey building with metal clad top storey and feature balconies to front. (Pre-planning design)

The developed design for pre-planning advice aims to separate the ground floor retail from the apartments above by dividing the glazed shopfronts from the brick and metal above with a horizontal feature bulkhead which will provide signage for the individual retail units.

A glass and metal clad vertical element helps emphasize the communal entrance to the apartments and helps break up the brick massing. At the 4th floor it is proposed to use metal cladding stepped back slightly from the brick to soften the overall height of the development.

The brick and glass balconies also help create a visual feature to the prime corner of the development and also provides the apartments with external amenity space.

Principles of this design have been carried through to the final design submitted within this application.



Existing BT exchange

East Avenue

Parade of shops - Coldharbour Lane

Gabled buildings with shops below



Sketch view of proposed development from roundabout  
Pre-planning Application 2021 (REF: 55634/PRC/2021/98)

## 2.0 Site Assessment

### 2.8 Pre-Planning Advice

Pre planning advice was sought from Hillingdon Borough Council. An initial design was prepared to maximise the feedback and advice and to better establish that the principle and scale of the development was supported.

The design proposed looked to improve the overall massing within the context of the site by proposing a larger scale development that provides a focal point at the convergence of Coldharbour Lane and East Avenue.

Communal access to the apartments was located directly off Coldharbour Lane. Space was allocated to communal facilities at ground level for post, cycle storage and bin storage. The remaining ground floor accommodation was dedicated to the 2no proposed retail units.

The upper storeys looked to provide 9no apartments of a mix of bedroom configurations. The design sought to step the building down towards the boundary with adjacent buildings forming the street frontages of Coldharbour Lane and East Avenue.

Feedback received was generally positive whilst also highlighting elements within the design and sustainability of the proposals required further scrutiny. Below are selected points raised in the pre-planning feedback:

*“The site constitutes previously developed land in a central commercial location with good access to public transport and services/ facilities. National and local planning policies encourage efficient use of land, particularly for new homes, in such sustainable locations and the principle of development is considered acceptable.”*



Southwest Elevation facing roundabout  
Pre-planning Application 2021 (REF: 55634/PRC/2021/98)



Southeast Elevation, facing Coldharbour Lane  
Pre-planning Application 2021 (REF: 55634/PRC/2021/98)



The above advice establishes that the principle of development at 1 - 3 Coldharbour Lane would be acceptable.

*"Local Plan Policy DMHB10, High Buildings, allows for high buildings (those that are substantially taller than their surroundings) in Hayes town centre, subject to specified criteria ...*

*The proposed height and massing would therefore result in a very dominant presence in the street scene, accentuated by the extremely prominent location at this junction. A development of high quality design and detailing, and high quality and robust materials would be needed to demonstrate that a building of this height and massing can be satisfactorily accommodated in this context."*

From the above, we have taken on the advice that a development of high quality should be aimed for. To achieve this we have looked at adding architectural features and detailing that would enhance the urban environment.

*"Policy DME1 2 requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets. Use of renewables technologies should be explored including PVs and heat pumps. Integration of renewables with the communal amenity space and potential for green roof and/or walls is advised."*

As part of the proposed development we have proposed the use of both thermodynamic heating panels on the facade of the building to provide hot water and space heating to 6no apartments. Air source heat pumps will provide heating to the remaining units.

Additional advice on the overall design was forwarded by the planning officer following the receipt of the formal pre-application advice:

*"given the extremely prominent siting we would want to see something exemplar and perhaps with a more imaginative approach than the rather generic design approach adopted ... There was a feeling that the balconies could visually dominate the appearance and I think that was something that was being looked at in light of noise/air quality anyway. There was a feeling that the proposed fascia appears large/bulky/dominant."*

To reduce the visual dominance of balconies, we have looked to incorporate these into the stepping of the building at the boundary with no.5 Coldharbour Lane. At the 'tip' of the building, balconies have been built into the overall form of the building by bringing brick soldier courses around. This provides the residents with additional protection from the noise of the roundabout. A curved facade offers an exemplar architectural feature and enhances the urban environment. The east Avenue elevation has received additional design focus by locating the stair core to this side of the building. It has been recessed into the building to break up the area of brick.

## 2.9 Planning Policy

The proposal comprises of a mixed use development of Class E retail at ground floor with 9no new proposed Class C3 apartments above.

There are three levels of planning policy that apply to the current proposals:

## 2.0 Site Assessment

1. National policy, in the form of the National Planning Policy Framework - NPPF, the current version of which was published in July 2021;
2. London-wide policy, in the form of the London Plan. The New London Plan (2021) is a material consideration in planning decisions and replaces the London Plan (2011) previously amended in 2016;
3. Local Policy, namely the Hillingdon Local Plan Document, Adopted in 2012.

Parts of these documents that are relevant to the current proposal are discussed below.

### NPPF

Paragraph 86 of the NPPF states:

*"Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Planning policies should:*

*f) recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites."*

Paragraph 120 of the NPPF directs that planning policies and decisions should:

*"promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively".*

And:



*“support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.”*

Paragraph 125 of the NPPF goes on to say that:

*“Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.”*

The site is an under utilised plot within the urban environment of Hayes Town, the proposals look to support and maintain the existing commercial development at the ground floor whilst extending upwards to contribute to the housing needs of Hillingdon. The proposed upwards development enhances the existing townscape and is consistent with the prevailing heights of the surrounding context and the key importance of the site's location on Coldharbour Lane.

### **London Plan 2021**

The new London Plan sets out the following policies that support the principle of the proposed development.

The plan sets out one of the benefits of mixed use and higher density development as clustering working and living, called 'agglomeration'. This approach creates a critical mass of people that supports investments in infrastructure and public services as well as improving

the overall health of individuals in the community by encouraging walking and cycling alongside good transport links for more distant journeys.

Policy GG2 (Making the best use of land) States that to create sustainable mixed use places that make the best use of land, those involved in planning and development must:

*“C) proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling”*

The Government and the Mayor of London have placed increasing emphasis on encouraging Councils to optimise new housing provision through higher density development in accessible locations through both large and (as is material to this proposal) small sites.

Small sites (below 0.25 hectares) play a crucial role in housing delivery in London. Between 2005 and 2013 on average 10,100 net housing completions were provided each year on small sites, representing 38% of overall housing supply in London. The London Plan has placed a strategic priority on increasing the rate of housing delivery from small sites.

Policy H2 aims to increase the contribution of small sites to diversify the locations, mix and types of housing supply, and support small and medium-sized households. The policy states that:

*“Boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making”*

## **2.0 Site Assessment**

The London Plan sets out, in Policy H1 Increasing housing supply, the need to encourage development on windfall sites not previously identified in the Local Plan and support new housing within areas with a PTAL 3-6 rating or which are located 800m of a station.

The over-arching aim is to increase housing provision in accessible parts of outer London in order to help address the substantial housing need in these areas.

The redevelopment of this site to include higher density development is considered to be in accordance with the Council's Development Plan, the London Plan and the NPPF, which collectively seek the efficient use of urban land and support the location of new residential development within existing built up and accessible areas. Furthermore the development provides an important addition to both the rate of housing supply from small sites and the mix and type of housing available in Hayes, Hillingdon and the Greater London area.

### **Employment Land**

The ground floor of the current property is occupied by 3 no retail units. Use Class E (previously as Class A(1 & 2)).

The proposed development looks to retain most of the existing ground floor space as retail (Use Class E), with a small amount of space provided for access and communal bins / bike storage for residents to the proposed apartments above.

There will be a net loss of 1 no retail unit to achieve this.

Overall this is in accordance with London Plan Policy E9, which supports the redevelopment of ground floor surplus retail space to support residential development.



## Character & Context

Paragraph 130 of the NPPF 2021 states that planning decisions should ensure developments:

*a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*

*b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*

*c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*

*d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*

*e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*

*f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

Policy D6 of the London Plan states:

*"A) Housing development should be of high quality design and provide adequately-sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures."*

*Qualitative aspects of a development are key to ensuring successful sustainable housing. Table 3.2 sets out key qualitative aspects which should be addressed in the design of housing developments.*

The proposals have been designed to meet the minimum standards described both nationally and within the London Plan. The proposed development has been designed to meet the qualitative standards as described in table 3.2. Design development and the pre-planning process has allowed for the consideration of alternative arrangements and design which has led to the final design as proposed.

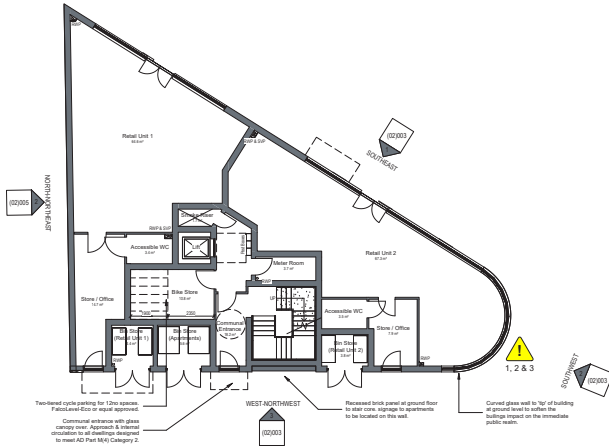
Paragraph 10.6.9 of The London Plan: states

*"The Mayor's ambition is for London to be a city where it is easy for all disabled people to live and travel in London. Disabled people should have a genuine choice of housing that they can afford within a local environment that meets their needs. This means taking a holistic approach to creating streets, local services and a public transport network that caters for disabled people and people with long-term health conditions."*

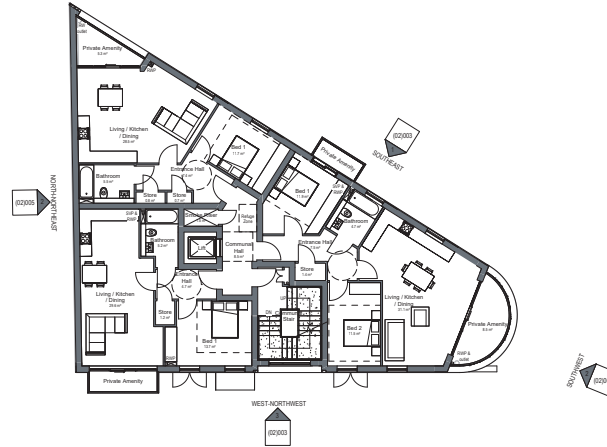
The site is located within the high street setting of Hayes Town close to existing residential areas. The current building forms the start of a row of shops along Coldharbour lane. The proposed development seeks

to replace the old structure and layout with a new, purposed built mixed-use development of a high standard suitable for disabled people. Currently there are 3no disabled parking bays located on East Avenue opposite the proposed communal entrance.

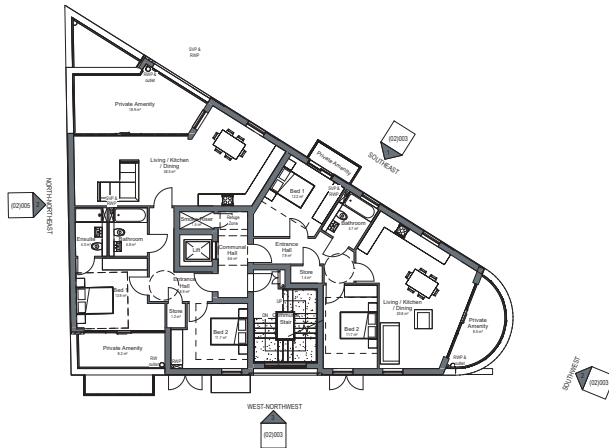




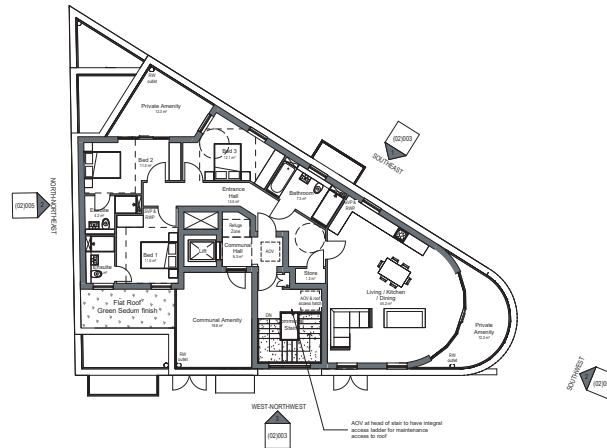
Proposed Ground Floor Plan | NTS



Proposed 1st and 2nd Floor Plan | NTS



Proposed 3rd Floor Plan | NTS



Proposed 4th Floor Plan | NTS

### 3.0 Design Principles

#### 3.1 Site Strategy and Layout

The purpose of this Design Principles section is to set out the rationale behind the proposals to build a new five storey building on this site.

The existing building is to be demolished. As previously mentioned, the building is of low architectural merit and of a contrasting scale to surrounding buildings and rest of the adjoining properties along Coldharbour Lane.

The proposed building will be in keeping with the general character of the site with a contemporary finish and will occupy almost the same footprint to the existing building. The existing 'Wedge' shape of the site will be maintained and enhanced with the addition of a curved 'tip' to the building so as to create flow around the footprint of the building and soften the urban grain at the convergence of the two streets. Projecting balconies are proposed. 2no to Coldharbour Lane and 2no to East Avenue. These would be subject to a Section 177 License.

Public shopfronts are located on Coldharbour lane and provide a high quality open aspect to the businesses that will occupy these retail units. Communal access to the apartments is located off East avenue. This design choice was made to enhance the visual interest on this elevation.

Private access to the proposed retail units is located on east avenue. signage, a proposed canopy, different materials and the close proximity to the visually striking vertical circulation will emphasize the apartment entrance in juxtaposition to the private retail doors.

Enclosed bin stores improve the existing street scene where large commercial bins are currently stored on the pavement.





Proposed Site Plan | NTS

### 3.0 Design Principles








#### 3.2 Scale, Massing and Density

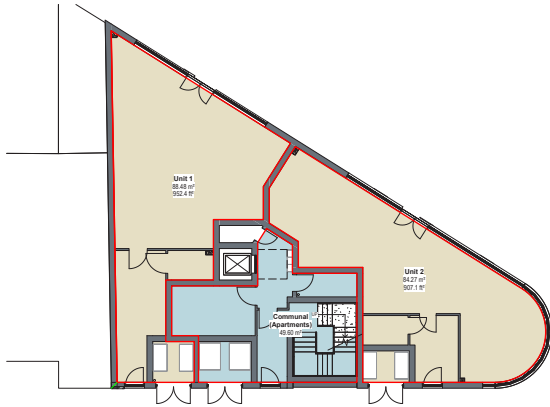
The proposed massing has been designed to be both sympathetic to the scale of the neighbouring buildings whilst also taking the opportunity to create a focal point and feature on prominent site at the start of the parade of shops on Coldharbour lane.

The scale and massing is materially greater than the existing single storey building, however, the proposals are much more in keeping with the scale massing and density of the surrounding urban context. It is further noted the proposed development is of a much smaller scale and of a more sympathetic nature than that of the adjacent BT exchange.

The adjacent plan shows the scale of the proposal in comparison to surrounding buildings. The plan shows that the multi-level nature of the surrounding urban grain is enhanced by the siting of a new 'bookend' building which provides a focal point at the end of the street and then grades down at the boundary with No.5.

It should be noted that a new build project at the far end of the block of buildings (Nos. 5 - 103 Coldharbour lane) also provides a 4-storey 'bookend' at the junction with East Way. The surrounding buildings are of a smaller scale than the surroundings at 1-3 Coldharbour Lane.

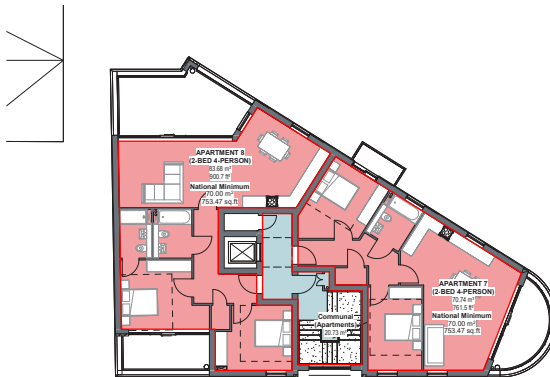
Key			
	Site Boundary		4-Storey Buildings
	1-Storey Buildings		5-Storey Buildings
	2-Storey Buildings		6-Storey Buildings
	3-Storey Buildings		



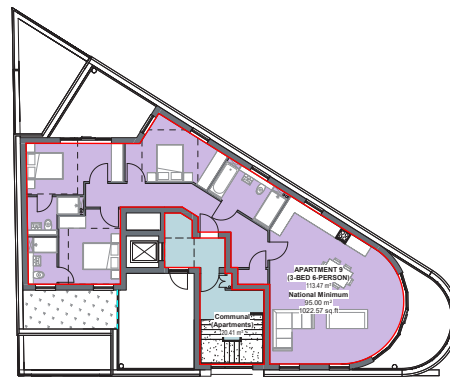
Proposed Ground Floor Plan | NTS



Proposed 1st and 2nd Floor Plan | NTS



Proposed 3rd Floor Plan | NTS



Proposed 4th Floor Plan | NTS

### 3.0 Design Principles

#### 3.3 Use

The proposed use of the new building is mixed use retail (Class E) at ground floor, The apartments above are proposed to be Class C3 dwellinghouses.

#### 3.4 Housing Mix

Above the retail units is a mix of housing unit sizes. An equal mix of 1 and 2-bed dwellings are proposed to provide a mix of small households and medium sized family households. A single 3-bed dwelling is proposed to the top storey suitable for a larger household.

#### 3.5 Flood Risk

The site is in Flood Zone 1 and is at low risk from surface water flooding, and at very low risk of flooding from rivers and the sea.

#### 3.6 Water Management

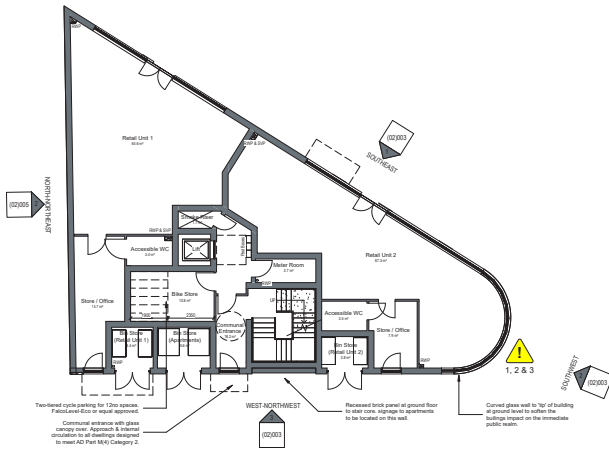
All surface water is to be run off to existing drains.

Foul drainage – Existing drains are to be utilised.

A sedum green roof is proposed to the flat roof areas above third and fourth floor.

#### Key

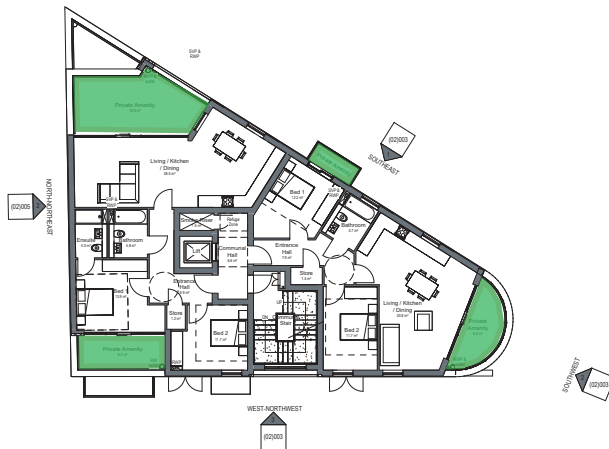
- Unit Boundaries
- 2no Retail units
- 4no 2-Bed (4-Person)
- 4no 1-Bed (2-Person)
- 1no 3-Bed (6-Person)
- Communal spaces



Proposed Ground Floor Plan | NTS



Proposed 1st and 2nd Floor Plan | NTS



Proposed 3rd Floor Plan | NTS



Proposed 4th Floor Plan | NTS

Key

Shared and private amenity spaces

### 3.0 Design Principles

#### 3.7 Amenity Space

There are several public green spaces close to the application site. These are substantial areas that provide a meaningful retreat from the city.

Private amenity spaces are also to be provided to all dwellings through the use of balconies. A shared external amenity is provided to all apartments on the fourth floor roof.

#### 3.8 Access Strategy

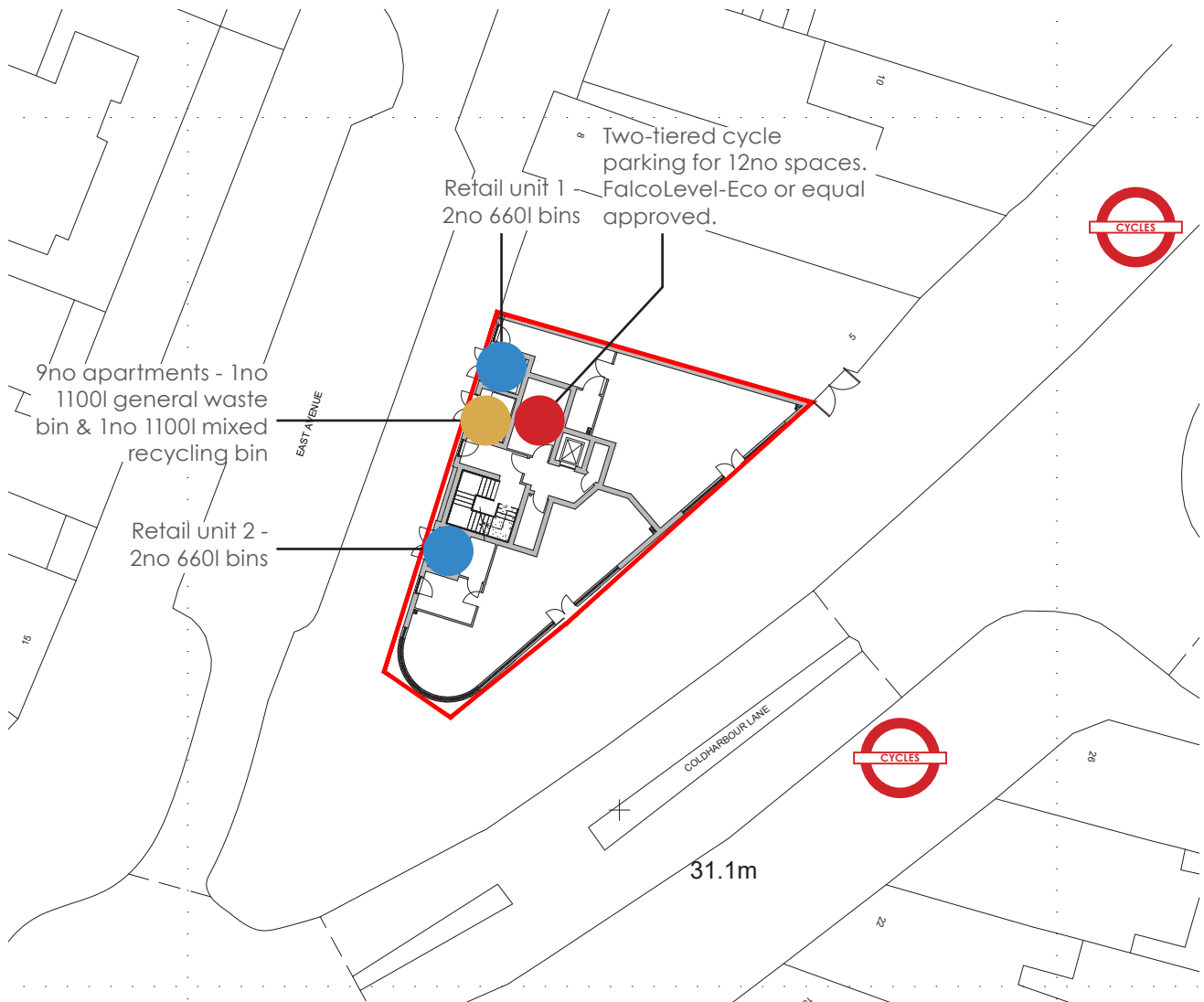
There is good pedestrian access to the site. All ground floor entrances will have level thresholds. All door opening widths, corridor dimensions and stairs will comply with the current edition of Approved Document M of the Building Regulations And has been designed to meet the requirements for M(4) Category 2 Accessible and Adaptable dwellings. A lift (suitable for use as an evacuation lift) is to be provided to allow step free access to all dwellings. Internal spaces to all dwellings have been designed to meet the requirements for M(4) Category 2 Accessible and Adaptable dwellings.

#### 3.9 Noise Pollution

As part of the development of the proposed design, A Noise impact assessment was carried out by Peak Acoustics Limited. Please refer to the included report for more details.

#### 3.10 Air Quality Assessment

As part of the development of the proposed design, An Air Quality impact Assessment was carried out by STM Environmental Consultants Ltd. Please refer to the included report for more details.



Proposed Site Plan - Ground Level | NTS

**3.11 Refuse collection strategy**

The proposal will comply with the LPA refuse storage requirements for dwellings and retail. The proposed plan shows the location of refuse storage facilities.

For the apartments, a communal bin store is proposed at ground floor with space for 2no 1100L commercial bins, 1no for general waste and 1no for mixed recycling. Currently Hillingdon does not provide a provision for food waste for blocks of flats.

2no separate externally accessed bin stores is proposed for the 2no retail units.

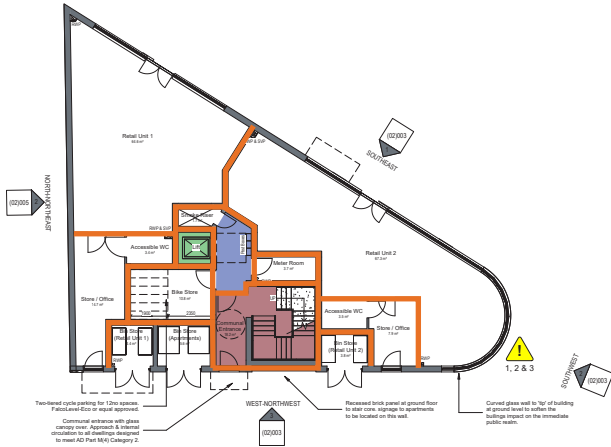
Overall this is an improvement to the existing arrangements where large commercial bins are stored on the pavement of East Avenue.

**3.12 Bicycles**

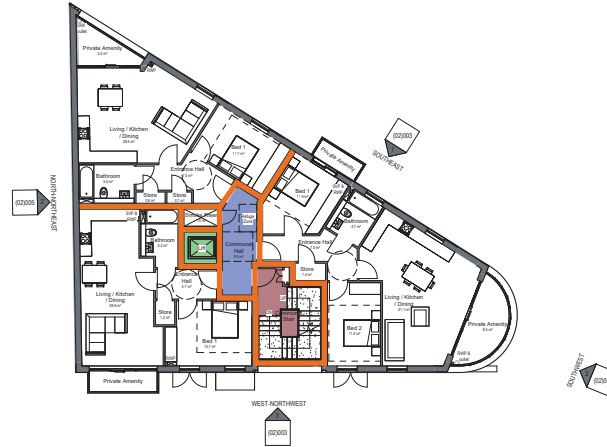
Bicycle storage is to be provided at ground floor level within a dedicated bike store. Pre-planning advice recommended providing 11no secure bike parking spaces. A two-tiered bike rack system is proposed to provide secure storage for 12no bicycles. Public bike parking is present on-street. Locations are noted on the adjacent plan. For further details, please refer to the included Transport Technical Note provided in support of this application by Kronen.

**3.13 Vehicles**

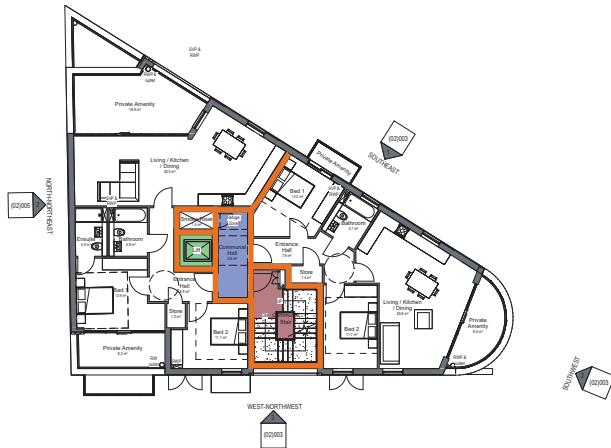
There is currently no long term vehicle parking available on Coldharbour Lane or East Avenue. Existing excellent public transport connections provide an alternative to personal transport.



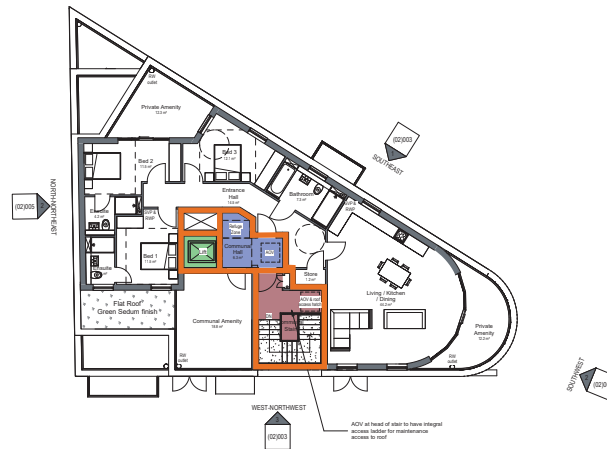
Proposed Ground Floor Plan | NTS



Proposed 1st and 2nd Floor Plan | NTS



Proposed 3rd Floor Plan | NTS



Proposed 4th Floor Plan | NTS

### 3.14 Fire strategy

The proposed building is a 5-storey mixed use commercial and residential building. The Fourth floor is 12.2m above the ground floor level.

The proposal is considered a 'Major Development', Therefore, London Plan (2021) D12 requires that a Fire Statement is submitted. Please refer to the included Fire Statement prepared by AESG Ltd.

The adjacent plan outlines the proposed fire strategy agreed and developed with the support of AESG Ltd. Briefly this strategy comprises of:

- A sprinkler system designed and installed in accordance with the relevant British Standard is proposed to all areas of the building.
- Means of escape is to be through protected lobbies and a single escape stair designed in accordance with Approved Document B1. Smoke ventilation is provided to lobbies and stairs.
- A Fire evacuation lift is provided to meet the requirements of The London Plan 2021 Policy D5 and designed in accordance with the relevant British Standard.
- 60min Fire resistant construction where required.

#### Key

- Walls - 60min Fire resistance
- Vertical escape - Communal Stair
- Horizontal Escape - Communal lobby
- Fire Evacuation Lift

## 4.0 Design Appearance



Proposed visual of building from opposite Hayes Town roundabout.



*Proposed visual from Coldharbour Lane*



*Proposed visual from East Avenue*

## 4.0 Design Appearance

### 4.1 Design Proposals

The final design proposal looks to emphasise and make use of the existing strong contextual features of the site such as the existing wedge footprint and the prominence of the site from the existing streetscape.

The adjacent photo matched visuals show the impact of the building on the streetscene.

The design of the ground floor units are shown as indicative open retail units to suit a broad range of businesses. Overall the design of the ground floor looks to create a strong 'anchor' to the shop front vernacular seen along Coldharbour lane with large glazed frontage and signage creating a visual separation from the apartments above.

The elevations on Coldharbour lane are given equal attention. The elevation facing Coldharbour Lane is predominantly Glass and blue brick at the ground level with yellow brick broken up with soldier course detailing and cladding panels to window openings.

The east Avenue elevation is similarly detailed, with the inclusion of the recessed vertical circulation which provides a visual break in the brickwork.

The tip of the building is curved to soften the prominence of the building's height and heavy materiality and to create a better visual flow with the streetscape and roundabout.

The fourth floor is set back from the brick upper levels and clad in dark metal to reduce the impact of the building and provide a visual hierarchy to the building.

Soldier courses continue around boundary wall with No.5 to provide visual interest to the elevation. To avoid issues with overlooking / fire spread, this elevation is less fenestrated.



### 4.0 Design Appearance



Southeast Elevation (Coldharbour Lane)





### 4.0 Design Appearance



West-Northwest Elevation (East Avenue)



## 4.0 Design Appearance

### 4.2 Elevations

The elevations of the proposed development shown are designed to be of an appropriate scale for this unique site.

The southeast elevation shows the building stepping down towards No.5 Coldharbour Lane. This is designed to reduce the height impact on the rest of Coldharbour Lane. The materials are selected to offer a contrast between the retail 'public level' and the more private apartment levels with the metal fascia providing a visual break.

The Northwest elevation is designed to be as visually active as the main Coldharbour elevation. At ground level, a more private and solid finish is present. Blue brick is used to be visually distinct from the yellow brick of the apartments. Louvred doors provide access to bin stores and a metal access door is used as the communal entrance to the apartments.

The Southwest elevation shows these two facades in relation with each other, as well as emphasizing the curved 'tip' to the proposed building. This architectural feature gives the building a high quality appearance at the most prominent point. At ground level, the glass curves around to give a flow to the immediate public realm. At first to fourth floors, a balcony provides amenity spaces for the apartments. These are set back into the building and clad in a heavy-appearing brick material to improve the privacy and reduce the noise of the immediate street.



Southwest Elevation (Roundabout)



Vertical standing seam dark aluminium cladding.

Aluminium spandrel panels to suit internal layout.

3no Yellow brick soldier courses to provide visual detail.

Anodised Aluminium thermodynamic solar panels & cladding infill panel to match height of adjacent window.

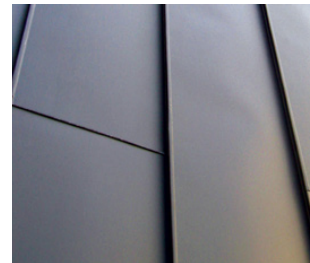
Copper cladding panel below window.

Aluminium flat balusters to balcony guarding.

Dark metal shopfront fascia to provide visual contrast to apartments above.

Structural glazed shopfront to create sense of openness at ground level.

Blue brick to be used at ground level as contrast to upper floors.



Aluminium standing seam



Solar Panels



Aluminium Flat balusters.



Yellow Brick



Blue Brick

## 4.0 Design Appearance

### 4.3 Building elements & materials

The primary external finishes are to be yellow brick, metal cladding, and glazed shop fronts in keeping with nearby buildings.

The ground floor will be glazed along Coldharbour Lane with a deep horizontal band for shop signage above. This would tie in with the existing signage pattern along the street.

Yellow brick is proposed above the ground floor to create a 'floating' effect to apartments. Recessed glazing and metal cladding will be used to emphasize the communal entrance and the verticality of the stairwell to the apartments off East Avenue. This is in contrast to the muted private access doors proposed to the bin stores and retail units on the East Avenue elevation.

Triple soldier courses are proposed to break up the mass of brick and tie the. Metal cladding is proposed to the fourth floor to soften the height of the proposed building and provide a hierarchy to the overall form. This ties in visually with the aforementioned recessed glass and metal stair core.

The new building will be insulated to meet or exceed current Building Regulations. Thermodynamic solar panels are used as a feature on the elevations as well as providing an energy efficient system for hot water and space heating to residents.

Where possible, construction work will be undertaken by local craftsmen and builders.

Southeast Elevation - Facade study

## 5.0 Conclusion



*Proposed visual from Coldharbour Lane looking west*

The current proposal seeks approval for the demolition of the existing building at 1-3 Coldharbour Lane and the construction of a new mixed use development comprising of 2no retail units on the ground floor. 9no apartments are proposed across four upper storeys.

The development has been designed to improve the overall massing within the context of the site by proposing a larger scale development that provides a focal point at the convergence of Coldharbour Lane and East Avenue.

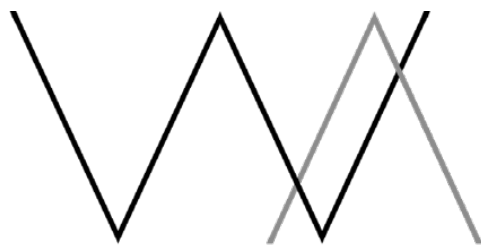
The development will provide much needed additional housing of a broad mix that is in close proximity to a range of local services and shops, bus and rail services, and other amenities found within the area.

The development will be in accordance with the Development Plan policies of the Council, the National Planning Policy Framework 2021 and the London Plan (2021).

Pre-planning advice was sought from the local authority who have indicated that the principle of the development of this site and scale would be acceptable. A number of issues with the initial designs provided were raised regarding design, sustainability, and noise.

These issues have all been addressed and the overall design have been reviewed and improved to provide a well designed building to an important site within Hayes town. It is therefore hoped that Hillingdon Council are able to support this application.





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