



HYDE PARK PHASE 2
MILLINGTON ROAD,
MIDDLESEX, UB3 4AZ

DESIGN AND ACCESS STATEMENT
PREPARED BY FRONT. ARCHITECTURE
ON BEHALF OF SHAVIRAM HYDE LIMITED

REVISION: 23.620-610-A / OCT23 / A4

DAS

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1.1 THE PURPOSE OF THIS DOCUMENT

This design and access statement has been prepared by FRONT. Architecture for Shaviram Hyde LTD. The purpose of this document is to explain the design and access principles and concepts on which the development proposal is based, and explain how these will be reflected in the individual aspects of the scheme. It outlines the proposals for the development of Hayes, Millington Road, Middlesex UB3 4AZ . This document should be read in conjunction with the application drawing pack, and the associated reports that have been produced by various professional consultants, as listed on this page.

1.2 SUMMARY OF PROPOSALS

This document explores the potential to extend the existing massing to provide additional residential accommodation, along with ancillary uses. The document examines the existing site and context, as well as the constraints and opportunities of the site. The proposal is to retain the existing building and extend upwards in a part one/two storey extension providing 9 new residential units of various mix. .

A summary of the proposals is as follows:

The upward extension of part one/two storey to provide 9 residential units with private amenity terraces.

1.3 THE TEAM

CLIENT

Shaviram Hyde LTD

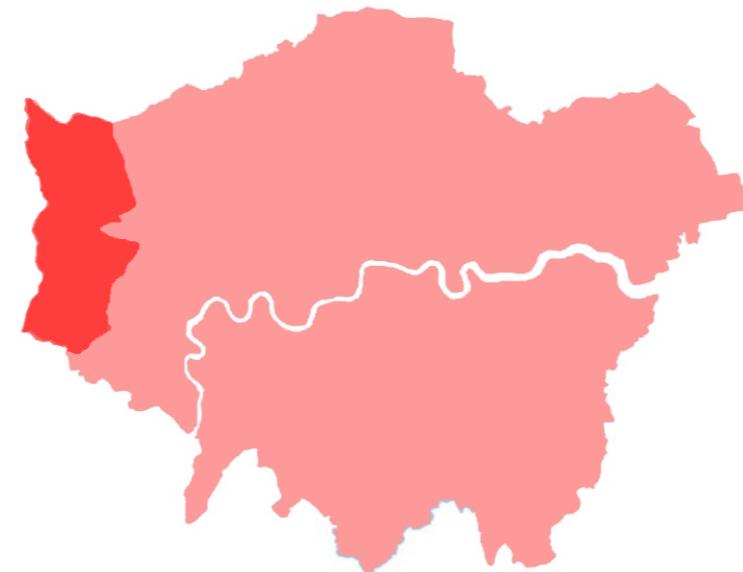
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Rayleigh,
Essex,
SS6 7QA

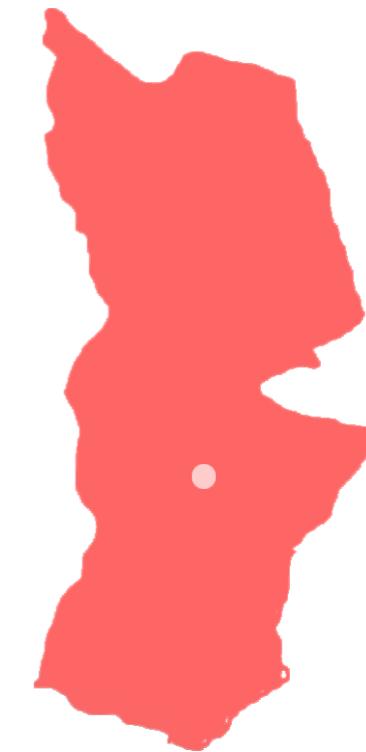
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UNITED KINGDOM



LONDON, ENGLAND



LONDON BOROUGH OF
CROYDON



KEY

- Millington Road
- Train Line
- Site Location



INFORMATION



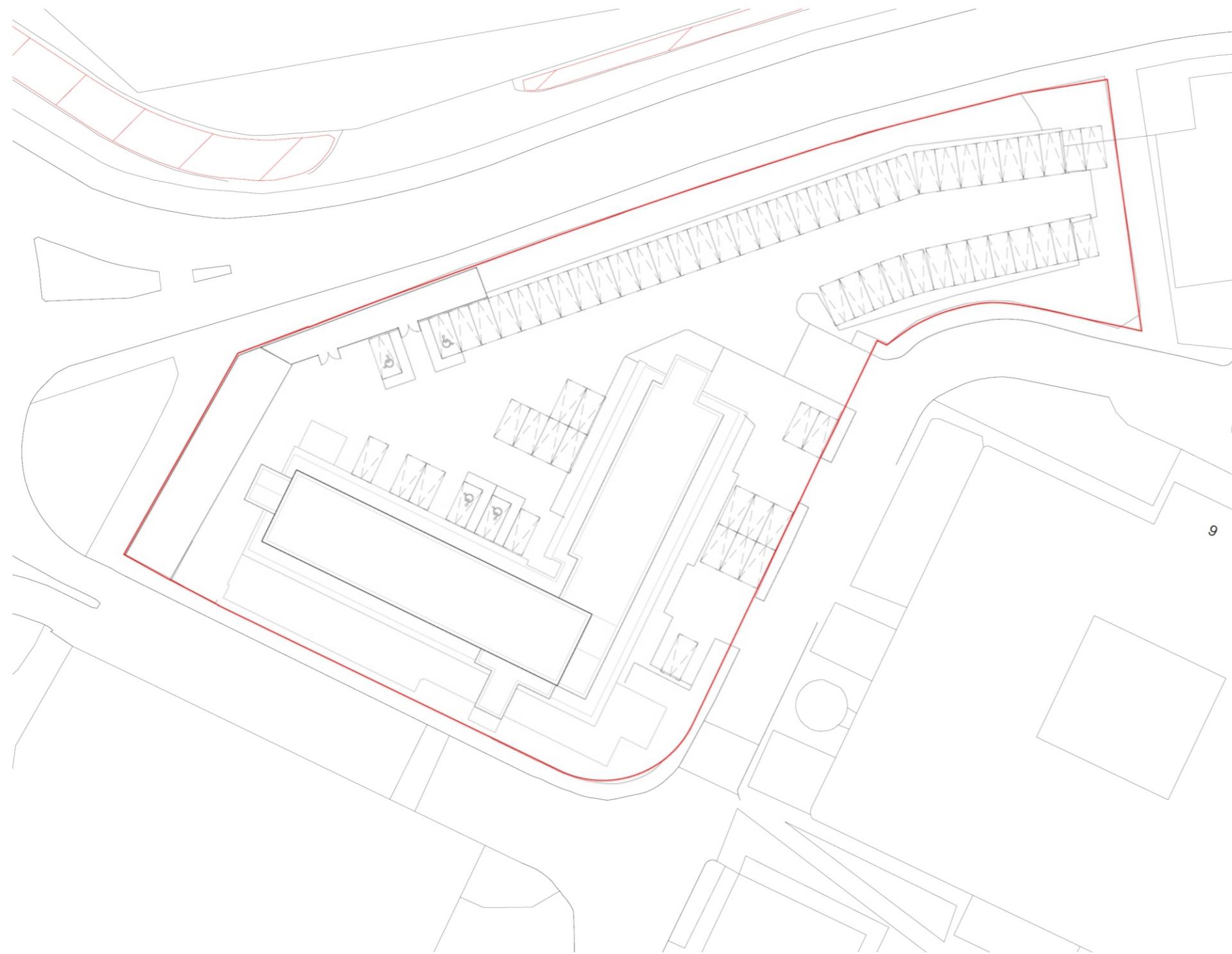
CONTEXT



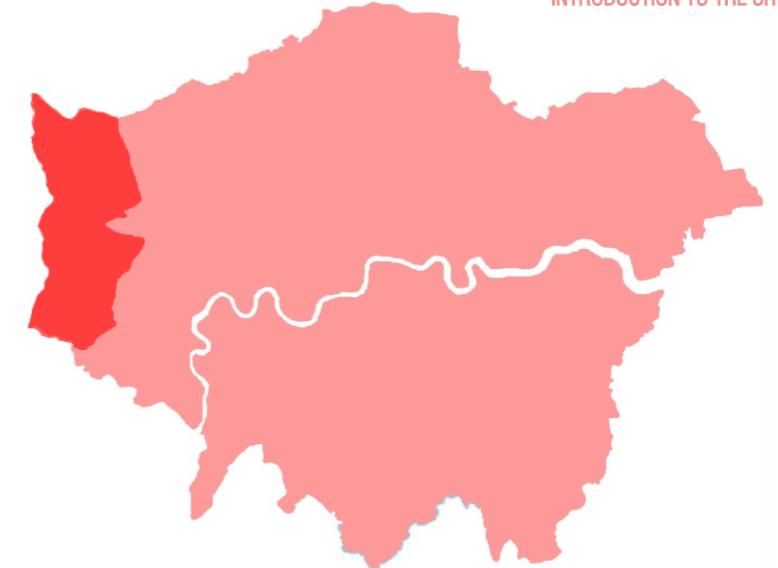
DESIGN PROCESS



DESIGN RESPONSE



LOCATION PLAN



LONDON BOROUGH OF HILLINGDON

2.1 INTRODUCTION

This section reviews the existing character of the site and the surrounding area. A comprehensive appreciation of the overall site is the starting point for designing a successful place.

2.2 THE SITE

2.2.1 Site location

Hayes is located along Millington Road, Middlesex. The surrounding context of the site is of mixed use, with residential and commercial use.

2.2.2 Urban context

Hayes is located on the western edge of an industrial estate north of Heathrow airport. The industrial estate is located within a predominately residential area. Hayes is accessed off of Sharma roundabout on Millington Road. The proposed site is located an approximate 10 minute walk from the station, Hayes & Harlington.

The site is also located within the same industrial estate as the Asda Hayes superstore.

2.3 EXISTING BUILDING

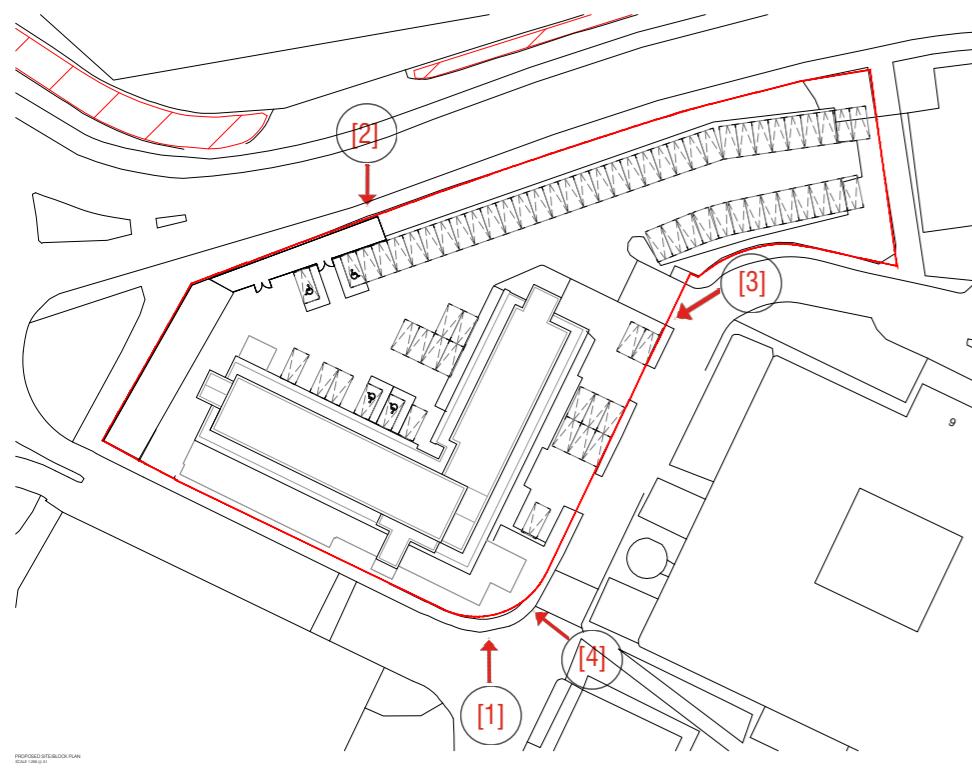
The existing building is currently being converted into residential units following planning permission reference; 72360/APP/2021/1709 and 72360/APP/2022/148:

The permission was granted for 113 flats to be provided throughout the conversion with associated parking and amenities.

Existing car parking spaces: 68

The units that are being provided are a mix of 1-beds and 2-beds.





2.4 SITE PHOTOS

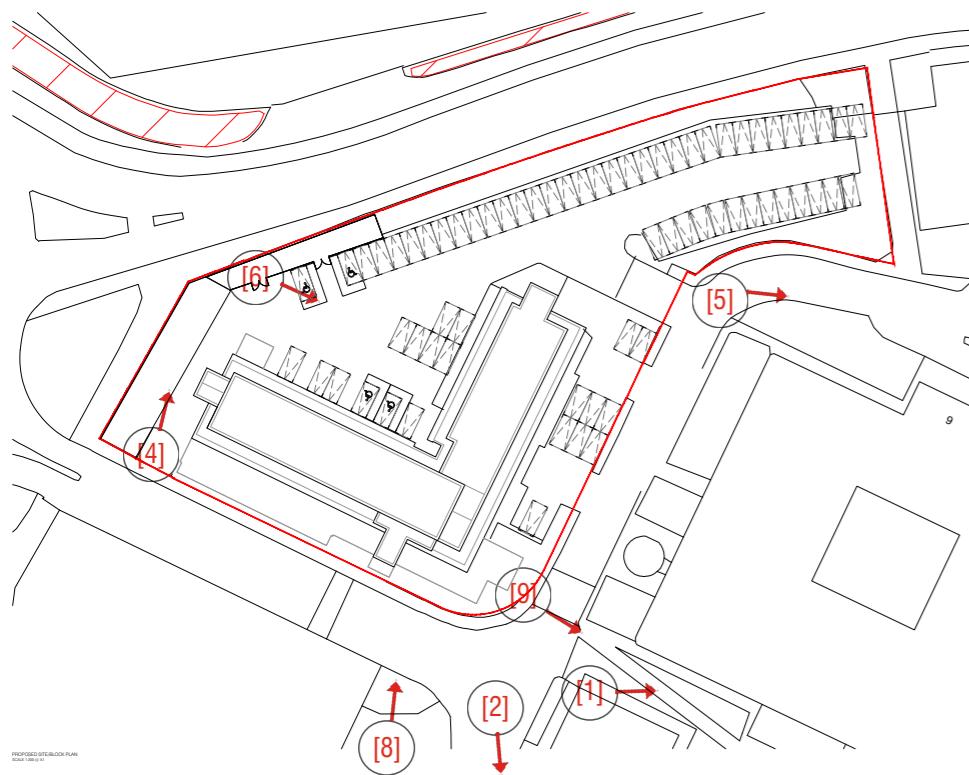
[1] - South View towards the building.

[2] - View from North Hyde Road.

[3] - View towards the entrance of the building.

[4] - View from north of the site.





2.4 SITE PHOTOS

- [1] - View looking to Hyde Park, Hayes.
- [2] - View of Rackspace Ltd
- [3] - View from the site looking north east.
- [4] - View looking at principle elevation from Sharma Roundabout.
- [5] - View looking east from access to site.
- [6] - View of rear of site.
- [7] - View looking at recently refurbished building within industrial estate.
- [8] - View looking at principal elevation.
- [9] - View of buildings opposite site.



2.5 KEY AREAS

Within the surrounding context of the site there are three defined areas of note within the Hillingdon Local Plan: Botwell Thorn EMI conservation area, Botwell Nestles conservation area and the Hayes Housing zone. These are all located near to the proposed site and provide an insight into the historic character of the area as well as the future aspirations.

These areas are significant culturally and architecturally to be highlighted within the Local Plan and Planning policies. The Hayes Housing zone and Botwell Thorn EMI conservation area are located to the immediate north of the proposed site and have a strong impact on the area.

The map opposite highlights the Hayes Housing zone, which runs along the north boundary of the application site. This area is designated for high volumes of residential development and applications within this zone will be considered more favourably. Outlined areas in this zone included the conservation areas which are both currently going through planning and construction.

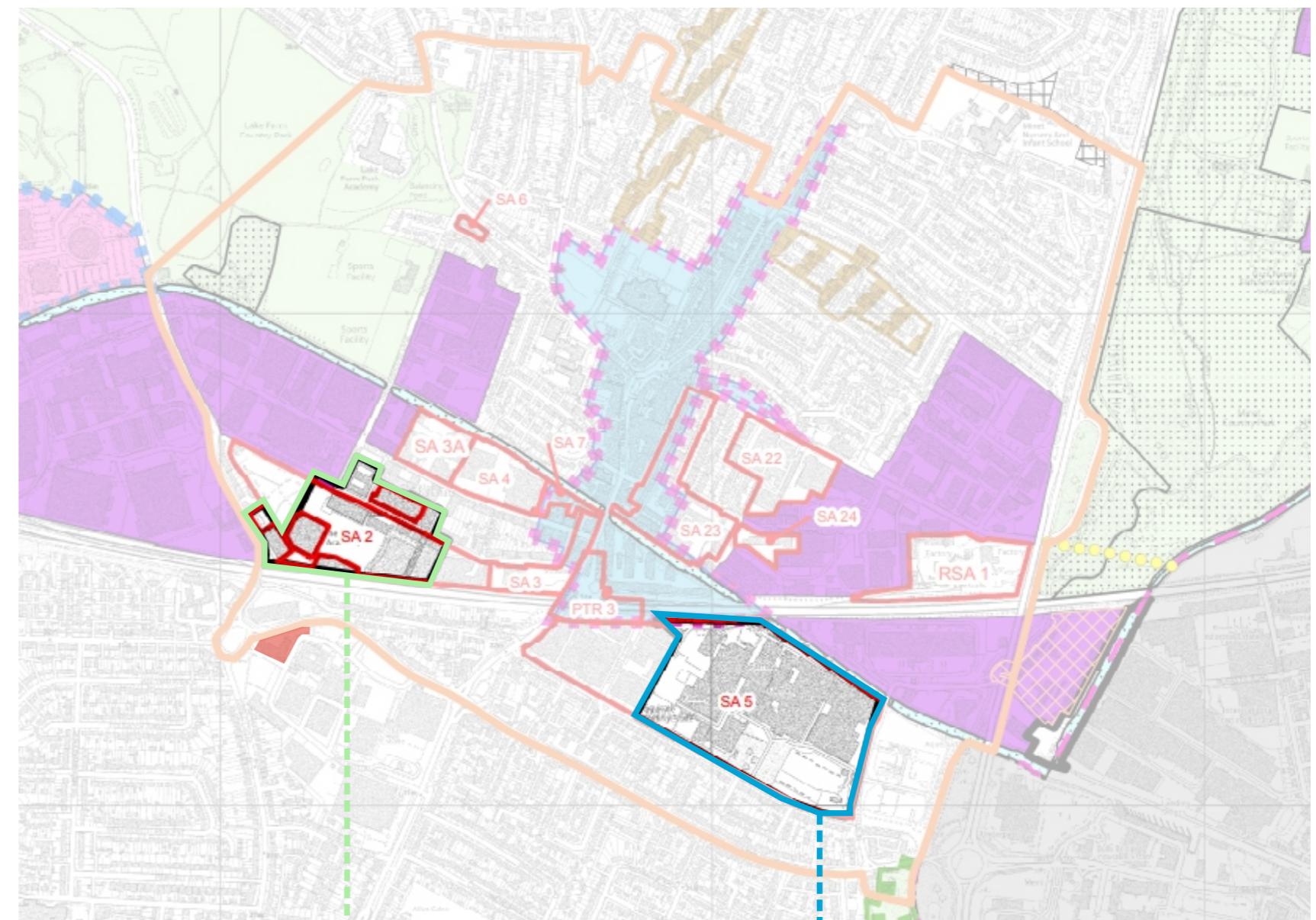
Area SA5 on the map is the Botwell Nestle conservation area, which is coming to the end of its first of development and residential units are being advertised and sold. The whole development is estimated to be completed in 2027 and is a complex of multiple flat blocks of varying storeys.

Area SA2 is the Botwell Thorn EMI conservation area and is undergoing a large redevelopment of mixed-use. Locally listed buildings are being refurbished and re-purposed while new structures are currently seeking approval and being constructed. This area has examples of various heights of structures throughout and the tallest structure at 11-storeys is located in the south end, over the railway line from the proposed site, being a focal point of this development.

2.0 - SITE CONTEXT

KEY CHARACTER AREAS

FRONT.





2.6 ACCESS

Public transport

Hayes & Harlington station is located approximately 10 minutes away by foot from the site, which provides access to the city of London. There are several bus routes connecting to the surrounding areas and other train and tube stations.

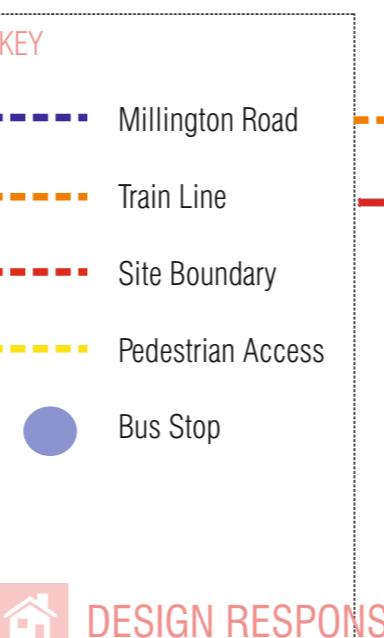
Hayes & Harlington is part of the recently opened Elizabeth Line.

Vehicular access

The site is located north of the M4 and east of the M25 with good routes to both major roads, allowing for good connections to all major routes out of and around London.

Pedestrian access

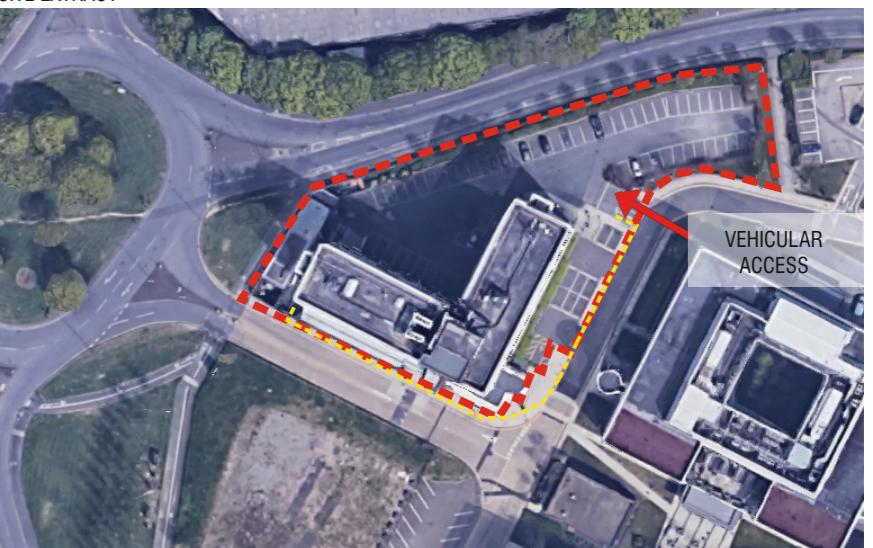
Pedestrian access is via the south of the site on Millington Road.



Train Station

Vehicular Access

SITE EXTRACT



3.0 ELEVATION ANALYSIS

3.0 - DESIGN PROCESS

ELEVATION ANALYSIS

FRONT.

3.1.1 Scale And Massing

Within Millington Road industrial estate the buildings are all of similar massing with variations in their scale. The tallest buildings are located to the west end of the industrial estate, the proposed site being one of them. Due to the placement of the industrial estate the scale of these buildings has no negative impact on the residential buildings located nearby.

The proposal is located on the edge of estate as a key focal point of entrance and it is felt that the building can support additional height. The existing height is currently 7/8 storeys and the proposal seeks to take it to 8/9 storeys with set back upper floors, opposite the site across the railway, buildings increase in height up to 11 storeys.

3.1.2 Appearance

Under approval ref 72360/APP/2022/148, the existing buildings facade is being altered with replacement cladding, windows and doors to give a more residential feel to the building. The proposed will continue the design aesthetic of the approval following the vertical columns up to create a colonnade to the new vertical extension in keeping with the two proposed developments to north and south of the site. The proposal maintains the colour palette of the existing building to ensure the scheme feels in keeping.

3.1.3 The Proposal

The proposal seeks for a two storey extension to the front while the rest will be one storey. It is important that the extension be harmonious with the existing building therefore the same proportions of the windows will be used along with the materiality.

The new scheme looks to add more greenery to the area through implementing planters to the terraced amenity spaces and green roofs to the new units.





Existing Elevation



Proposed Elevation

4.1 INTRODUCTION

The following section details how the massing of the proposal has evolved and been informed by the existing constraints of the site and structure. The planning policies have also placed constraints upon the design and it will be highlighted in this section how those policies both local and national have been achieved into a cohesive scheme.

Our designs have evolved from a thorough process of researching and understanding the site, its context and the principles set out in planning policy.

The objective has been to deliver a cohesive extension which both brings the existing and proposed together harmoniously.

The estate that the proposal is located within has no clear and distinctive style, each building having its own character and style and through the Permitted Development application it was sought to enhance the proposals character and this proposals seeks to further enhance and amplify this character. Nevertheless, the two future developments at Keith House and HPH4 begin to set a new architectural aesthetic and context which the revised scheme has responded to.

The existing structure at roof level has a maintenance room, that rose above the structure, located behind the main stair core. This part of the structure is set back from the principal elevation and sets the building height. Using this as the standard height for the first storey of the proposed extension means only one storey is being added to the existing scale and massing in principle. The footprint of the extension is inset 1.5m to allow the units to have ample private amenity terraces as set out within Hillingdon's Planning Policies. Additionally a colonnade has been designed and behind the parapet of the existing building to give a homogenous form to the scheme. The second storey will only be located along the principal elevation and not be the full footprint to prevent the extension being over dominating.

4.2 USER AND AMOUNT

Residential Accommodation.

Number of proposed units within vertical extension: 9

4.3 SCHEME PROPOSALS

The existing structure as noted earlier has permission under application reference; 72360/APP/2021/1709 to be converted into 113 residential units from commercial use. This work at writing of this document is currently being implemented.

This permission and work has heavily informed the design of the scheme in placement of windows and configuration of the units to ensure that each unit achieves national minimum space standards and local amenity policies. The proposal seeks permission for 9-units with a mix of 1-bed, 2-beds and 3-bed units, with a selection of single storey units and duplexes to achieve this mix. Each unit will have access to its own private amenity terrace, have a dual aspect view and all should meet the minimum area set out within Hillingdon's planning policy.

The extension is set in from the existing footprint by 1.5m to allow the minimum width of the terraces that Hillingdon dictate within their planning policies, so that an adequate and useable space is provided.

1-bed units a minimum area of 20sqm

2-bed units a minimum area of 25sqm

3-bed units a minimum area of 30sqm.

For the duplex units extra terrace space utilises the single storey roof space of the extension where appropriate.

The proposal does not seek to add any additional parking spaces to the existing 68 spaces. Within the previous application for the conversion to 113 residential flats, a transport assessment and statement was submitted to support the application, which noted that the parking provision allowed for 0.6 spaces per unit. This was deemed to be an adequate amount due to the location of the proposal being a town centre environment with high quality access to a range of public transport within less than 10-minutes walk away.

Due to this decision to not add any additional car parking spaces it then becomes 0.55 spaces per unit which is a minimal difference and continues to encourage more sustainable modes of transportation to be used in this area, set out in both Hillingdon's Local Plan and the London Plan.

The capacity and allowance for cycle parking can be allocated within an existing disused generator building, meeting the standard of cycle parking set out within the London Plan at a rate of 1 space for 1-2 bed units and 2 for 3 bed units, and the application proposes an additional 14 spaces. The overall total of cycle parking that will be located on site will be for 131 cycles which has been deemed sufficient following communication with a transport consultant.

4.0 - DESIGN RESPONSE

THE PROPOSALS

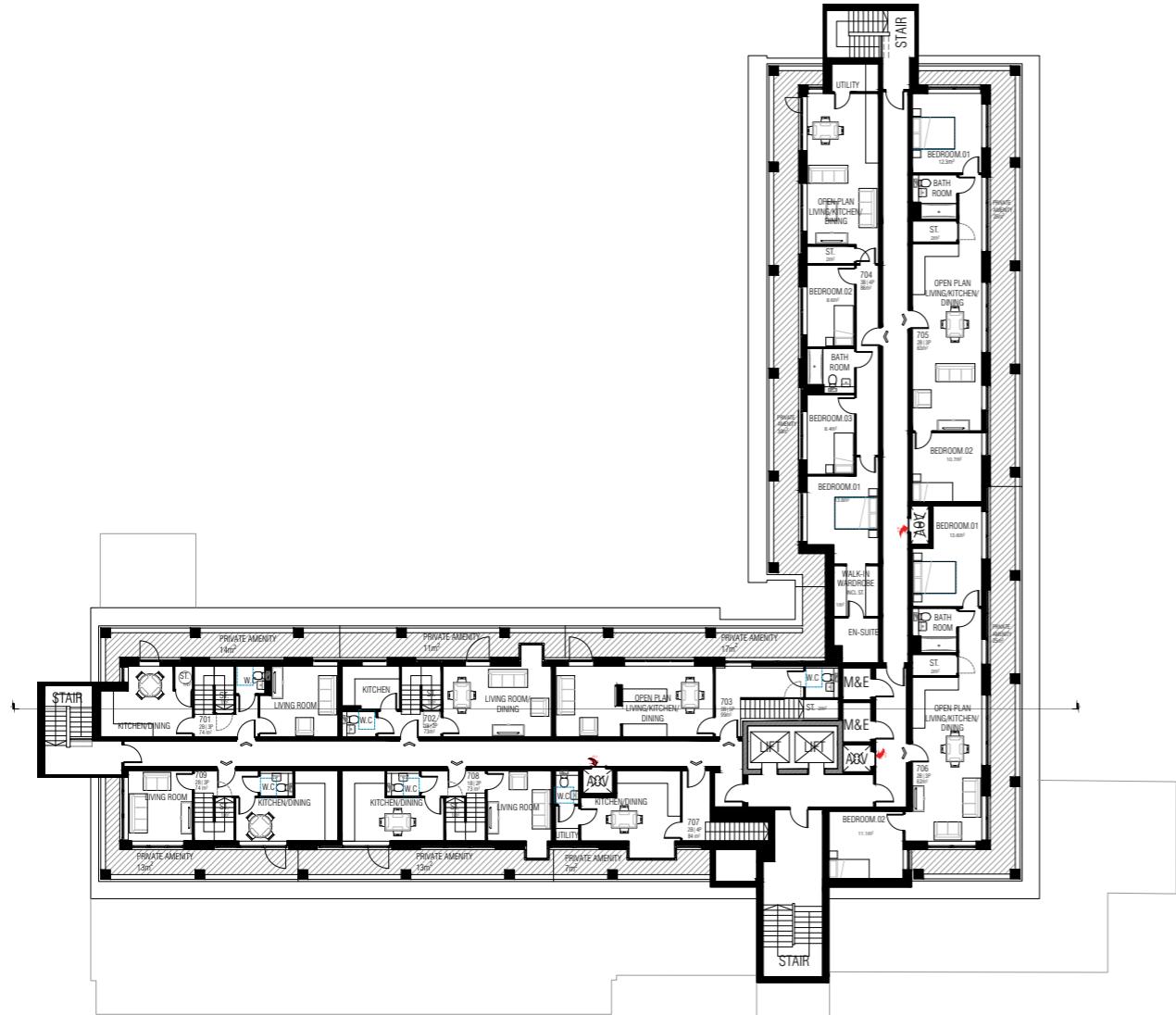
FRONT.

Table 5.3: Private Outdoor Amenity Space Standards

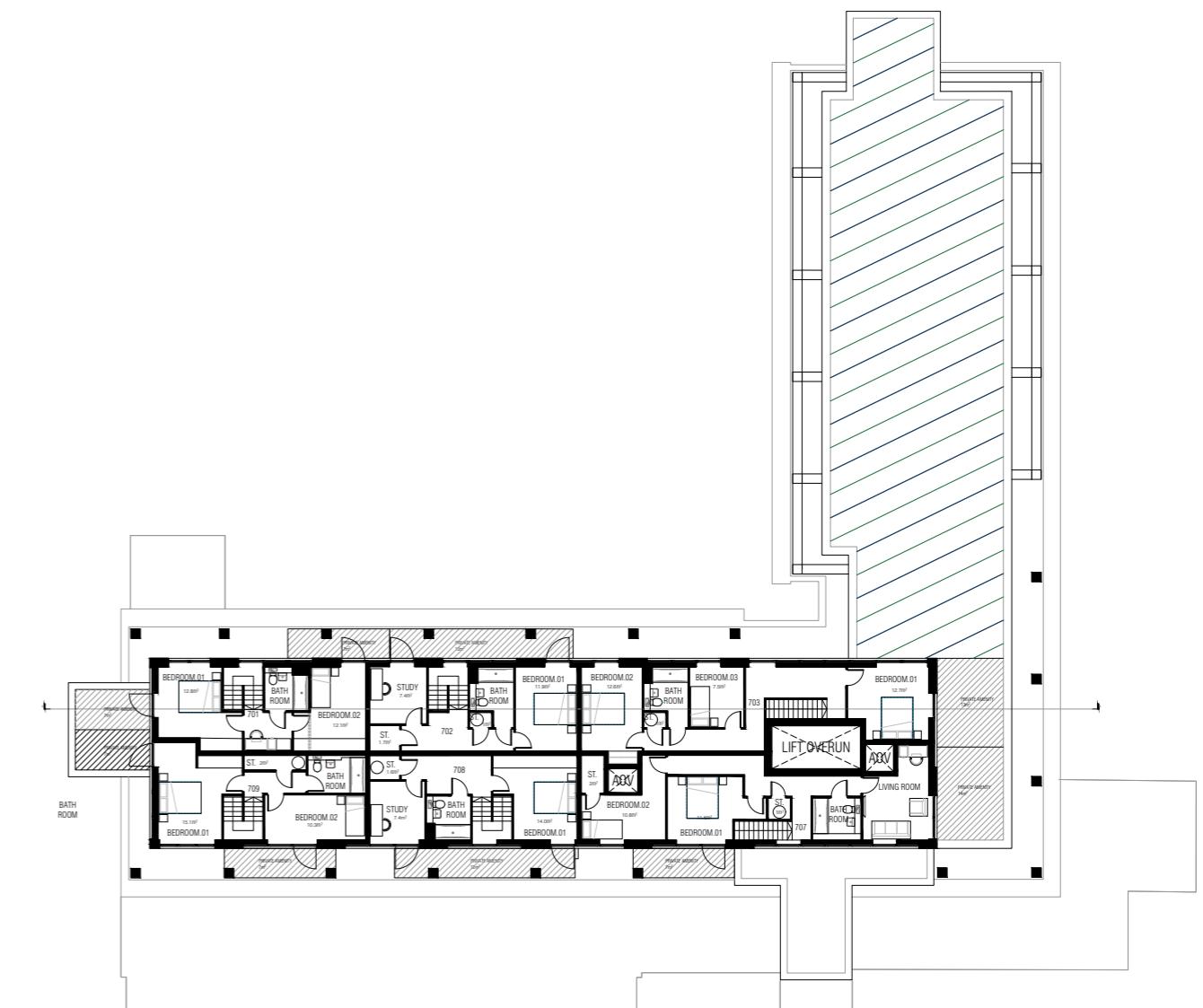
Dwelling type	No of bedrooms	Minimum amenity space provision (sqm)
Houses	1 bedroom	40
	2 and 3 bedrooms	60
	4 + bedrooms	100
Flats	Studio and 1 bedroom	20
	2 bedrooms	25
	3 + bedrooms	30

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) ²			1.0
	2p	50	58		1.5
	3p	61	70		
2b	4p	70	79		2.0
	5p	86	93	99	
	6p	95	102	108	
3b	4p	74	84	90	
	5p	90	97	103	
	6p	99	106	112	
	7p	108	115	121	
4b	8p	117	124	130	3.0
	5p	103	110	116	
	6p	112	119	125	
	7p	121	128	134	
5b	7p	116	123	129	
	8p	125	132	138	4.0
6b					



Proposed Seventh Floor Plan



Proposed Eighth Floor Plan

4.5 URBAN DESIGN OFFICERS COMMENTS

4.5.1 Height and Mass

Comment

'The existing building is the largest building within the Industrial Park at 7/8 storeys with the next tallest building at 5 storeys to the southeast. There are traditional residential areas to the west and northeast with a 2 storey prevailing height.'

The recent emerging character of the immediate context is set by two recently approved schemes directly to the north (Keith House) and south (HPH 4) of the site. Both fit the definition of a tall building along with the existing HPH 3 building creating a group of three tall buildings edging the roundabout.'

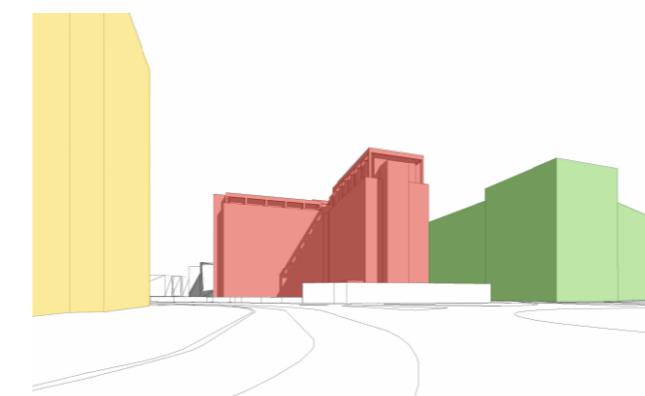
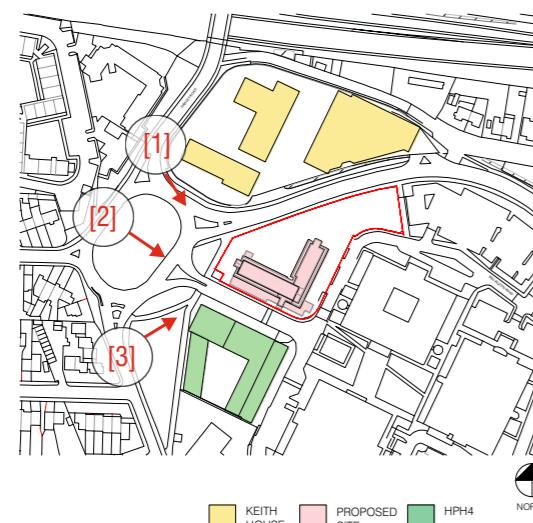
Response

The proposed building can be seen in context with HPH 4 & Keith House developments which are setting the precedent height and character of the area. The new development matches is in keeping with the new heights of the development and measures smaller than the Keith Road residential blocks.

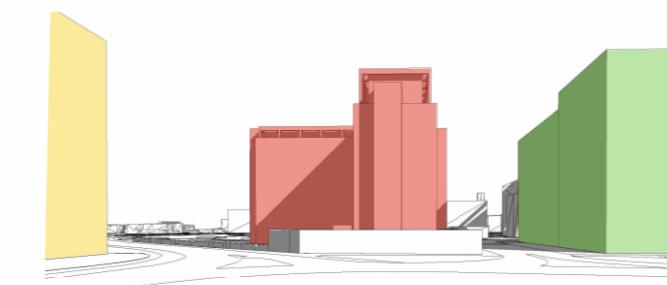
5.0 - DESIGN RESPONSE

THE PROPOSALS

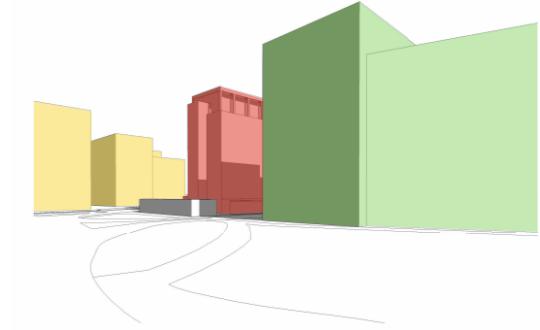
FRONT.



View 1



View 2



View 3

4.5 URBAN DESIGN OFFICERS COMMENTS

4.5.2 Landscape and Landscaping

Comment

'This full application has been submitted with insufficient information to show the separation distance between the building and the proposed adjacent buildings. While the Design and Access Statement states that window to window distance between the proposed 7th and 8th floors and the northern façade of the consented HPH4 development is approximately 23 metres (compared to 21 metres on the lower floors), this needs to be confirmed with a layout drawing.'

Further, the enclosure ratio of the street is over 1:1, a maximum outlined in the National Model Design Codes as being an acceptable ratio to deliver good quality amenity within streets without micro-climate impacts. Information should be submitted to demonstrate there will be no additional micro-climate impacts from overshadowing and down draughts.

The layout and landscaping of the site remains as the previous application with no further enhancement of the car park that dominates the external parts of the site. The cycle store on the western boundary remains. This application is an opportunity to improve the site and help accentuate its residential use from the previous use as an office development. The cycle storage and large bin store located along the road edge could be accommodated internally freeing up space for additional tree planting to enhance both the site and street edge.'

Response

A layout drawing has been submitted to support this application to demonstrate the window to window distance of the proposed 7th & 8th floors which is over 26m. See extracts and drawings for specific distances.

The new scheme should not affect the micro-climate of down draughts as the prevailing wind is predominately coming from the south west, therefore the HPH4 development will provide shielding from the wind. The approval of HPH4 has set the precedent and demonstrated that a wind microclimate is not expected to have any significant impact on the pedestrian level wind conditions within the surrounding area and no significant cumulative effects with the future surrounding developments are expected, as stated in the desk based wind microclimate study carried out by Urban Microclimate Limited. As the schemes are of similar height it is deemed that the same findings would be the case for this application and that no significant impact would occur.

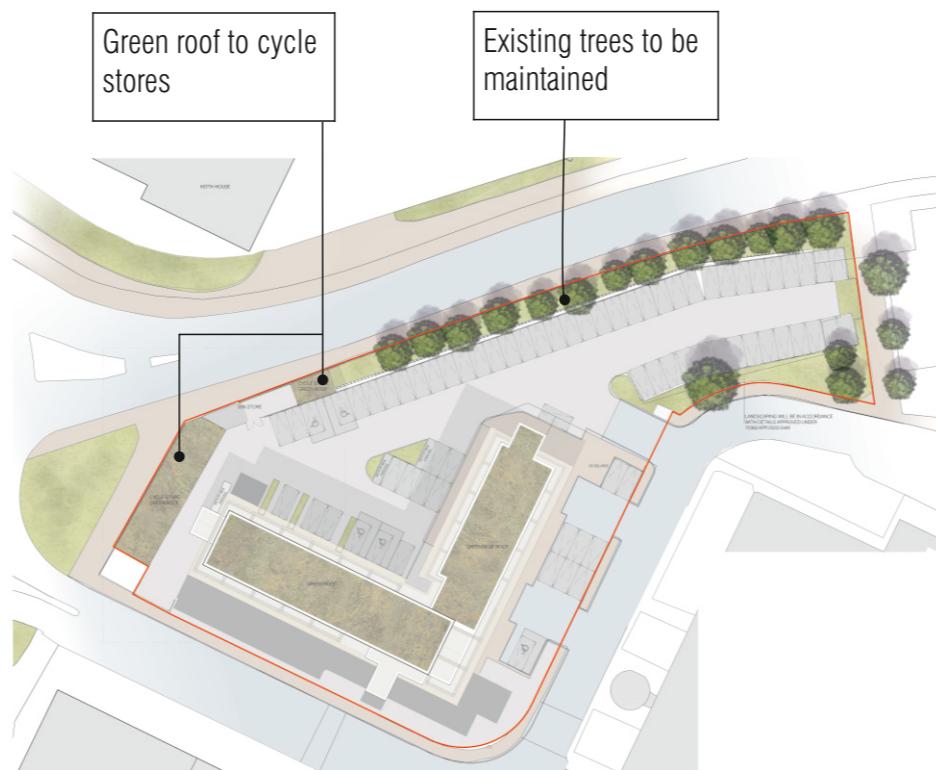
To demonstrate that overshadowing would not occur an overshadow assessment has been submitted to further demonstrate how little the impact from the vertical extension would cause. This study has modelled the proposed HPH4 & Kieth house development to again establish the low impact it will have on the future area.

The scheme is unable to relocate the cycle and bin store internally into the existing building as it is under construction being converted to apartments as approved by a previous planning application ref 72360/APP/2021/1709. Nevertheless, green roofs will be implemented on the cycle stores along the site edge to soften the scheme as well as retaining the trees along the northern boarder. Additionally, the terrace balconies will have planters added to add more greenery to the building.

5.0 - DESIGN RESPONSE

THE PROPOSALS

FRONT.



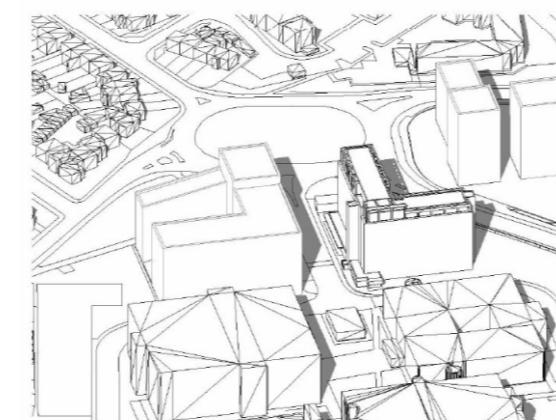
Site Plan



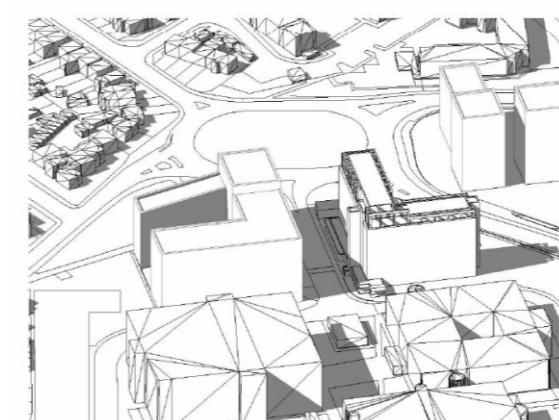
Extract of 7th Floor Separation Drawing



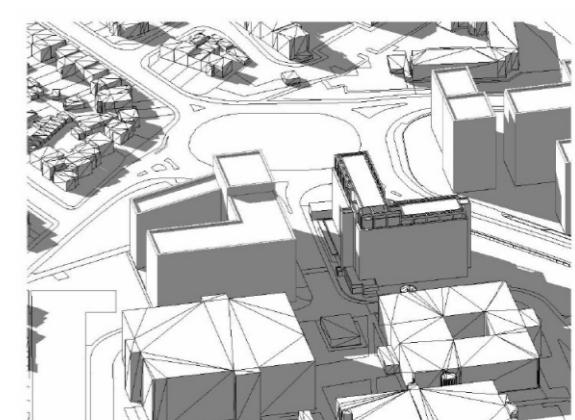
Extract 8th Floor Separation Drawing



Extract of overshadow model
Showing 1st April at 10am



Extract of overshadow model
Showing 1st April at 1pm



Extract of overshadow model
Showing 1st April at 4pm



INFORMATION



CONTEXT



DESIGN PROCESS



DESIGN RESPONSE

4.5.3 Density

Comment

'The proposals for a further nine units delivers 122 units with a density of 277 units per hectare, an increase from 256 dph. It needs to be demonstrated that this density is similar to the density of the consented sites within the area.'

Response

The proposed schemes density is less than the Keith House development which is 578 dph that has been consented by the council.

578 new homes

[376 shared living planning ref. 27189/APP/2021/2782]

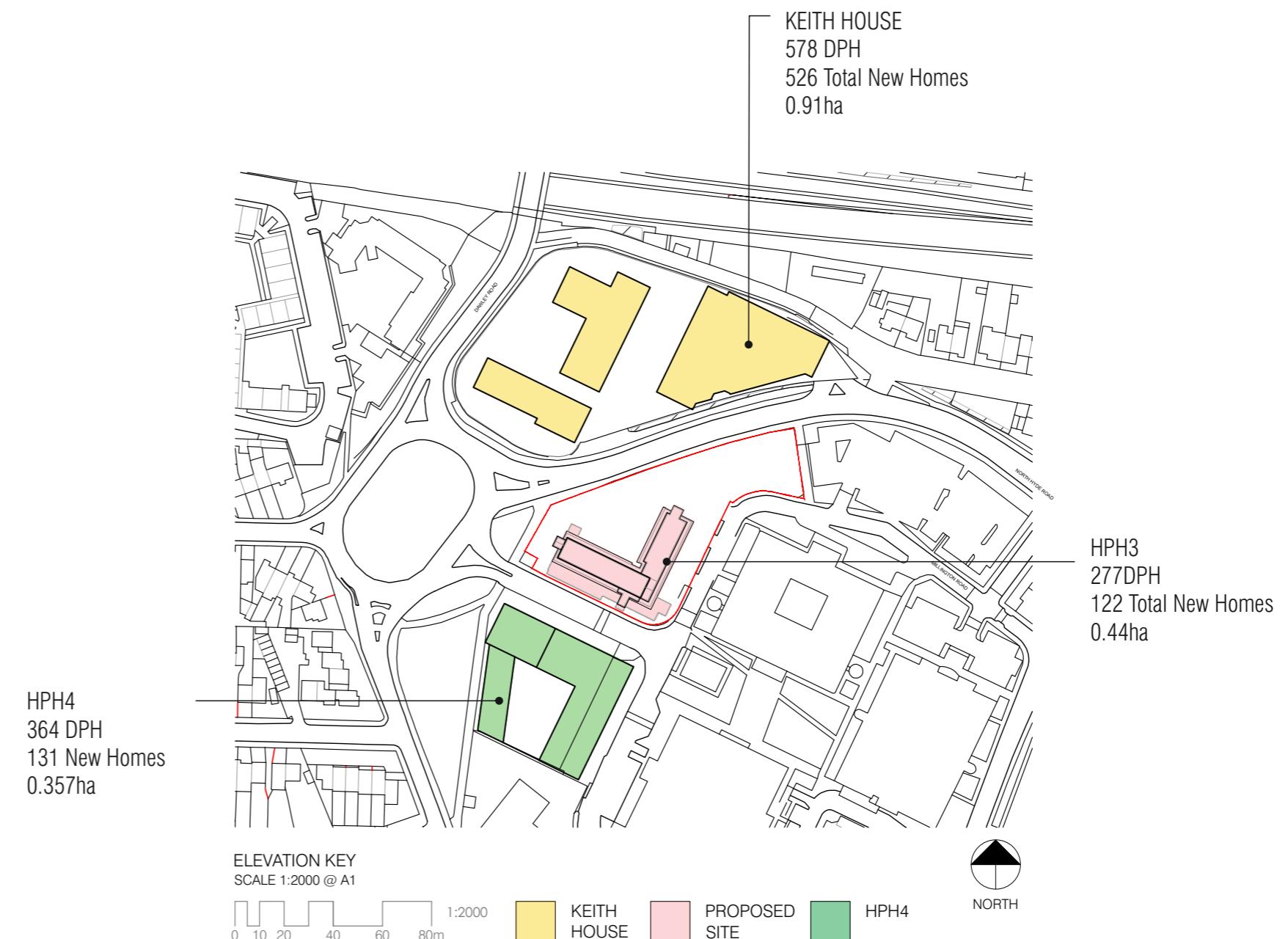
[150 new homes planning ref. 27189/APP/2020/2181]

0.91 hectare

HPH4 has a greater density of 364 dph to the proposed scheme.

131 new homes

0.357 hectare



4.5 URBAN DESIGN OFFICERS COMMENTS

4.5.4 Appearance

Comment

'The existing and proposed buildings in the area have a homogeneous built form approach with flat roofs and consistent massing. Likewise, the development to the north provides a large communal amenity space set within a brick 'colonnade' as a continuation of the building mass. Accordingly, the set back of the proposed extension top floors is not considered an appropriate response to the existing and emerging architectural context and should be revised.

The darker coloured materiality of these proposed upper floors further accentuates the increased building height and departure from the common consistent building form. It is considered that the design and materiality of the upper floors need to be designed to be more in keeping with the host building and surrounding context.'

Response

The vertical extension has been redesigned taking onboard the comments made. The revised scheme takes cues from the proposed development near by and provides a colonnade to the in front of the vertical extension to create a uniformed form as recommended whilst still providing amenity space to each flat.

The materiality of the design continues the cladding from the floors below to again provide a more in keeping design and to reduce the presence of the new development. More glazing through windows and back painted glass have been added to the elevations to give the building a lighter feel whilst also displaying a more domestic aesthetic.

The new scheme has been designed to respond to the emerging architectural context create by the Keith House Development and HPH4 and we believe will sit harmoniously in-between the two schemes and also improves the existing buildings to further enhance the character of the area to feel more residential.



Keith House Scheme

HPH4 Scheme

5.0 - DESIGN RESPONSE

THE PROPOSALS

FRONT.



Previously submitted scheme



Revised scheme following urban designers comments

4.5.5 Accommodation Quality

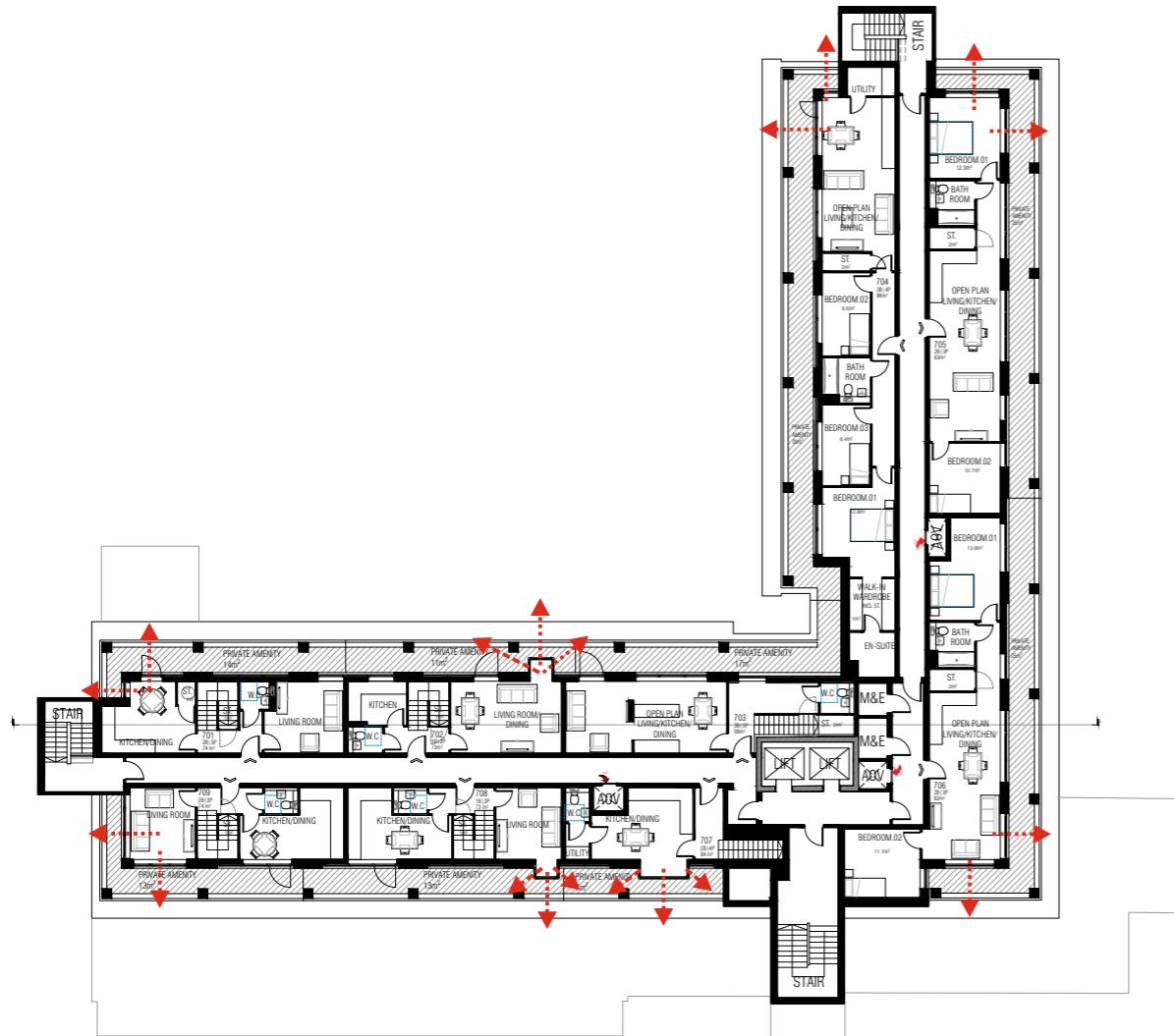
Comment

'All the proposed units are narrow, single aspect units, some with a north east orientation. The width of the proposed extension would lend itself to dual aspect units spanning the width of the building.'

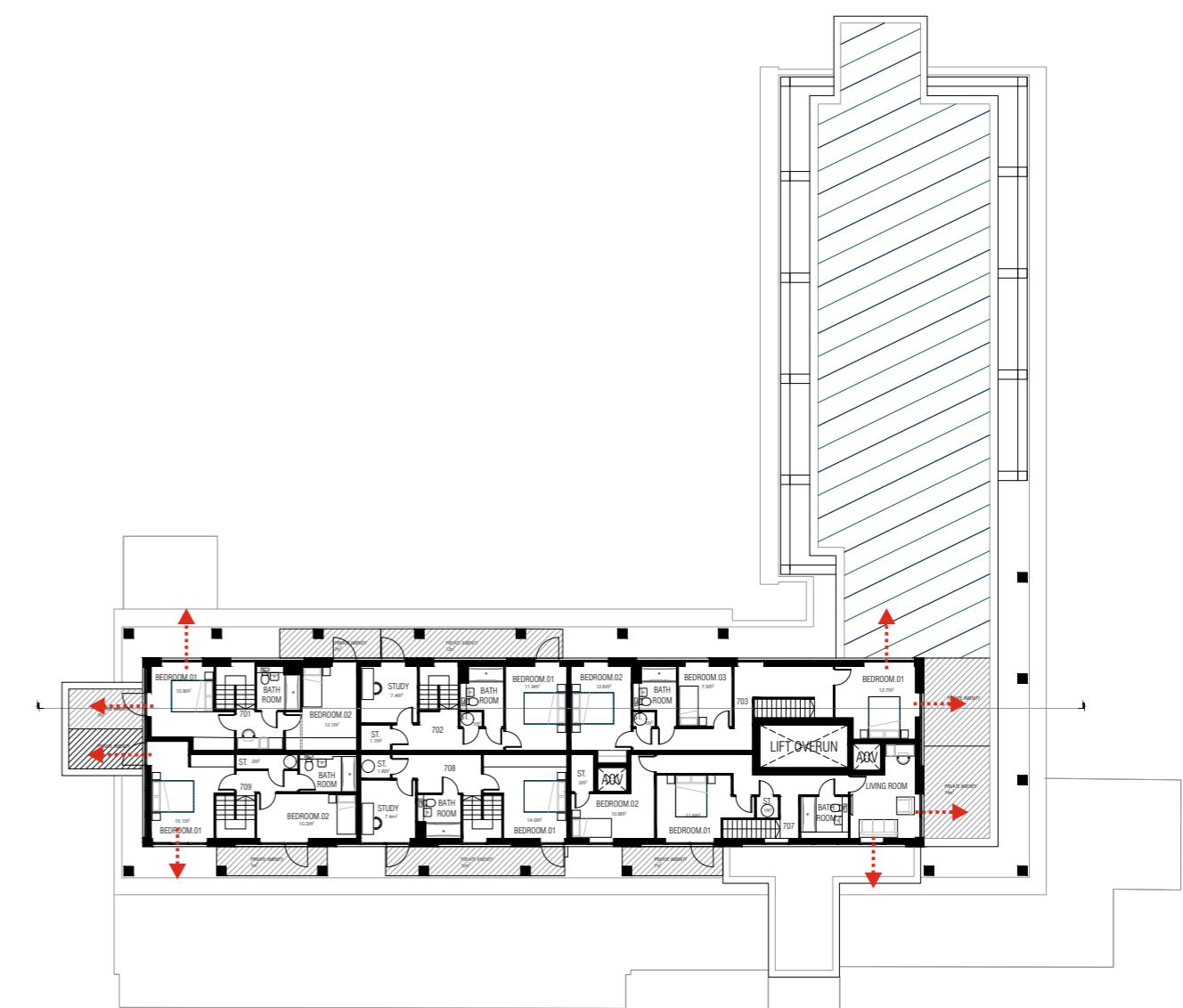
Response

Duel aspect has been added to each unit where possible. where two windows could not be added to a unit, protruding windows have been added to units to allow for duel aspect views from the rooms.

Current fire regulations require the provision of the access stairs, which therefore means that units that span the depth or wrap around corners are not possible.



Proposed Seventh Floor Plan



Proposed Eighth Floor Plan