

26<sup>th</sup> April 2023

**169/02.4 Design and Access Statement for development at**  
**53-55 STATION ROAD, HAYES UB3 4BE**

**1.0 GENERAL DESCRIPTION**

The site lies near the Grand Union Canal, which is to the South, and is bounded by the A312 to the East, which is an A road in England, running across west London from Hampton to Harrow. Its status varies from a local urban street to a major dual carriageway in Hayes. To the North and East are various retail shops and eateries befitting this highly accessible town centre location.

**2.0 PLANNING HISTORY**

There have been several flatted developments approved in this area, most notably, permission was granted for a phased, flatted development opposite the subject site on Crown Close (76550/APP/2021/4499)

**3.0 PLANNING POLICY CONTEXT**

The Development Plan includes Saved Policies in the London Plan, including policy D4 Housing Quality and Standards together with the following:

- Buildings should be orientated to address streets and public access.
- Higher density schemes will only be considered appropriate where proposals will have no adverse effects on the surrounding area.
- Higher density developments are most likely to be acceptable in accessible locations.
- Balconies and roof terraces will not be permitted where they would result in overlooking, shading, and loss of privacy to neighbours.
- Flexibility on amenity space provision may be acceptable on, inter alia, corner plots and where roof gardens are proposed.
- Flats and maisonettes should where possible be provided with a minimum of 15 sqm of private useable communal garden space for every 20 sqm of internal gross floor space (or part thereof). These amounts should be exceeded wherever possible.
- Areas of 'soft' landscaping around the building(s) will only be counted as outdoor amenity area where they form useable and reasonably private amenity space. Very small or awkwardly shaped areas of the site which make no contribution to the setting of the building will not be counted towards meeting the required garden area standard.

- For new residential developments, the LPA will seek to secure that new homes are where possible, constructed to a Lifetime Homes standard.

#### 4.0 CURRENT PROPOSAL

The planning application seeks permission to demolish the existing L shaped retail building and replace with a 2-storey retail unit fronting Station Road and a 3-storey residential block fronting Crown Close, which accommodates 17 flats. External communal bin store(s) have been integrated into the building footprint to ensure ease of access for residents. 15no secure cycle storage spaces are proposed in residents and communal front patio gardens along Crown Close, together with a further 20no secure covered spaces within the rear walled courtyard. 2no disabled parking bays are also proposed within the rear walled courtyard, all accessed via an undercroft directly from Crown Close.

The apartment building has been designed with a contemporary facade facing onto Crown Close, articulated with recessed terraces. A similar architectural language has been employed for the rear elevation which faces the back of retail units along Station Road. At Ground Floor 5no dwellings are proposed, each with their own private rear garden and front door directly onto Crown Close (some with their own private defensible front patio garden too). The 6no dwellings at First and 6no dwellings at Second Floor are accessed from 2no communal entrances off Crown Close (each including a stair and lift). These apartments are for the most part designed with private terraces. The Third-Floor flat roof proposes 2no communal gardens (set well back from the face of the building and 1100mm height parapet wall), helping to ensure the development meets Hillingdon's Local Plan Part 2 Table 5.3 Private Amenity Space Standards when read together with the terraces.

Integral roof terraces have been designed into both the front and rear elevations for upper storey apartments to ensure articulation/animation of the facades within this urban setting.

20no Secure covered cycle spaces and off-street parking for 2 vehicles (each disabled bay measures 3600 x 4800mm) are proposed to the rear of the apartment building within a walled rear courtyard, accessible via an undercroft from Crown Close.

#### 5.0 EVALUATION

##### Design

##### *Use*

In terms of the principle of development, the site lies in a sustainable location within easy reach of multiple transport hubs and shops etc.

##### *Amount*

Permission is sought for demolition of the existing dilapidated L shaped retail building that has been underutilised for many years due to lack of retail tenants that require an anchor building of this size in an in-town location. The proposal would reintroduce a replacement 2 storey retail presence on Station Road together with a detached 3 storey residential block

behind and accessed from Crown Close providing 17no residential dwellings arranged over 3 floors.

#### *Layout*

The proposed 2 storey infill retail building would follow the position of the existing building accessed and serviced from Station Road but ensure marked improvements in building envelope that only a modern new build can facilitate.

The proposed 3 storey detached residential building would also follow the position of the existing building and be accessed solely from Crown Close. The introduction of a vehicular undercroft ensures resident safe access to an integrated external bin store and into the walled rear courtyard where secure cycle storage and disabled parking can be found.

#### *Scale*

The proposed Elevation drawings of the Station Road Retail building illustrates that it is of a similar bulk and scale to the existing building we seek permission for it to replace.

The proposed Elevation drawing of the Crown Close Residential building illustrates that the 3-storey building is very similar to the existing stepped height building which it replaces, with the added benefit of providing some defensible space via front gardens (between pavement and building elevation) that residents could personalise. In addition, the recessed roof terraces (on both elevation) help to further articulate and animate the composition and from the limited details available at this stage, appear to complement the recently approved phased residential development that will eventually be built opposite.

Furthermore the bulk of the building can be seen to be softened by the stepping of the front and rear facades, integrated roof terraces and the introduction of an undercroft entrance near to the adjacent multi storey car park.

The proposed design, whilst located on a tertiary road, is designed to be a place shaping scheme that it is hoped will establish a sense of community that will ensure a positive contribution to the Hayes town centre street scene. We would also emphasize that there is a litany of architectural styles in the area and therefore no 'blueprint' in terms of style.

The building has been designed with a flat roof that is hidden from view behind a 1100mm height brick parapet wall, behind which is proposed a further balustrade to surround the inset communal garden(s) accessible from 1 of the 2 communal lift cores, which help to ensure this function would be invisible from street level.

#### *Appearance*

Both the retail and residential blocks would all be constructed of brick complemented with stonework under window cills and employ feature brick coursing within terraces for additional visual interest. Additional relief would be provided by the integrated terraces and vertical fenestration marking the circulation cores along Crown Close.

### *Landscaping*

The layout provides space for pleasant landscaping along Crown Close in the form of private defensible patio gardens and private roof terraces, with the communal amenity space at roof level providing opportunity for landscaping in the form of a sedum roof for the enjoyment of residents and visual relief from neighbouring buildings.

### 6.0 AMENITY SPACE

The total amount of amenity space (including the extensive green roof communal garden(s) at Third Floor) exceed the minimum standards in the adopted SPD.

Moreover, some 65% of the minimum requirement would still be met by the proposed private gardens and integrated roof terraces before considering the 3<sup>rd</sup> floor green roof.

In terms of neighbour impact, the site abuts a car park to the North and retail buildings to the south, with Crown Close to the East and the rear elevation of Station Road to the West.

The existing building is of material consideration, in terms of its present neighbour impact. Whilst the proposed building would occupy a similar position on the site, the modest reduction in footprint, will ensure the introduction of private amenity space in the form of front and rear gardens on the East and West elevations.

Hillingdon's recently adopted Local Plan Part 2 requires a minimum of 35% of all new homes on sites of 10 or more units to be delivered as affordable housing, Hillingdon Housing Strategy 2021/22 to 2025/26 33 further proposes a tenure mix. The applicant proposes that the 6no dwellings located at 1<sup>st</sup>/2<sup>nd</sup> Floor and comprising 2no 1B/1P and 4no 2B/3P, and accessed from Lift Core 2, be delivered as affordable housing to help meet this target.

### 7.0 CONCLUSIONS

This Design and Access Statement relates to a proposal for a new Station Road facing 2 storey retail unit together with a Crown Close facing accommodation block housing 17 apartments. It demonstrates that the proposed development is a high-quality design that is appropriate to the application site and to the surrounding area. The proposal would help provide a large 2 storey retail unit together with a mix of residential dwellings, providing greater choice and more efficient use of this site.

The proposal fully complies with relevant Development Plan policies, and we would respectfully request that it is approved.