

LONDON BOROUGH OF HILLINGDON



DESIGN & ACCESS STATEMENT AND PLANNING STATEMENT

(Proposed part-single, part-two storey rear extension and
creation of a new residential unit)

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Full Planning Application @ 4 Coldharbour Lane, Hayes, UB3 3HE

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1. INTRODUCTION

1.1 The report consists of the Design and Access Statement together with the Planning Statement, and describes the rationale for the proposal of part-single, part-two storey rear extension and creation of a new residential unit at 4 Coldharbour Lane, Hayes, UB3 3HE.

1.2 The property is situated at Broadway Parade, located in north of the Hayes Town center.

1.3 All information should be read in conjunction with other supporting documents submitted with this application.

1.4 Below listed are the documents accompanying this Statement:

- KP/620/01
- KP/620/02
- KP/620/03

2. SITE ANALYSIS

2.1 The existing property sits on a plot of 160.5 m² located in a mixed use part of Coldharbour Lane with a parade of shops at the ground floor and residential units at the first floor.

2.2 The plot is occupied by a terraced, two storey building with a shop (A1) at the ground floor and a residential unit (C3) at the first floor.

2.3 The site is not located within a Conservation Area and the building is not listed.

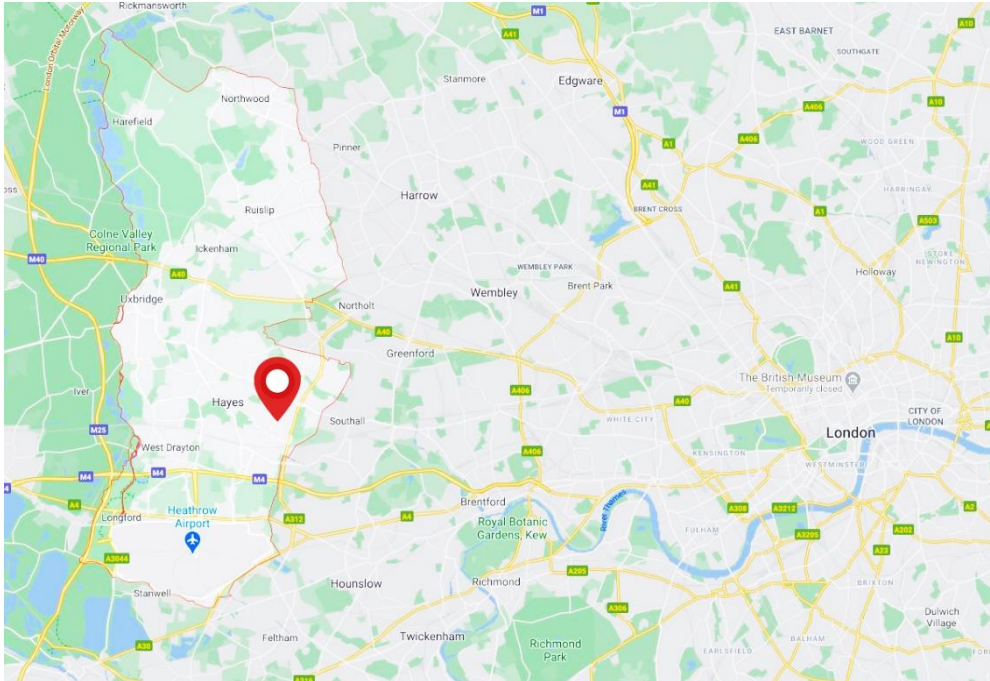


Figure 1 - Site Location within the London Borough of Ealing - Courtesy of Google maps

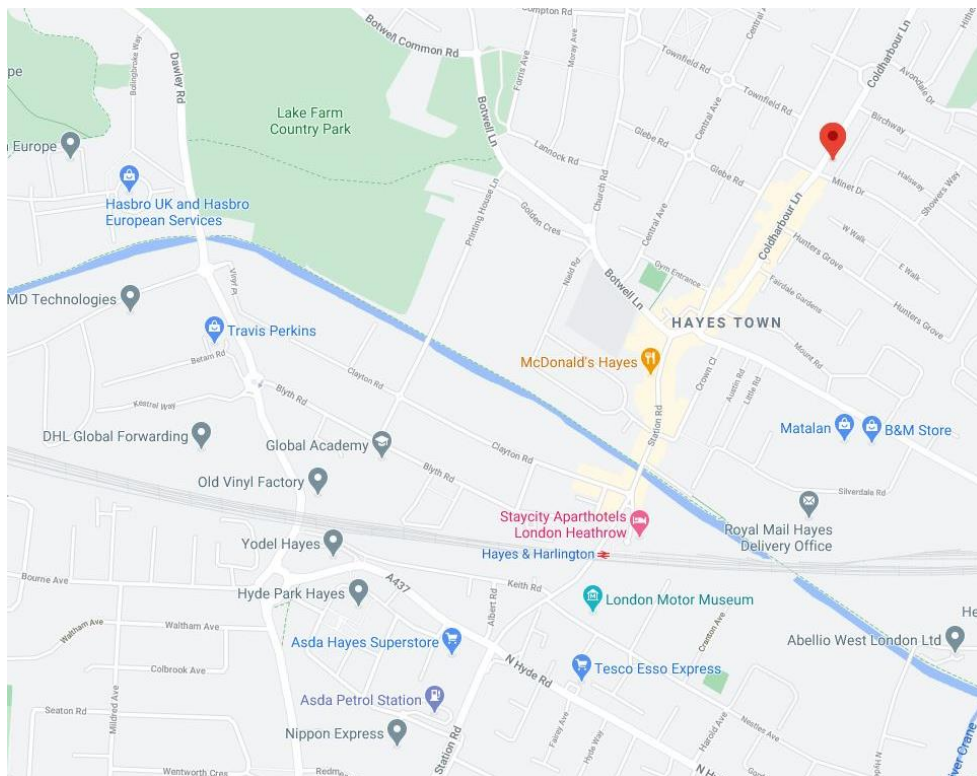


Figure 2 - Site Location - Courtesy of Google Maps



Figure 3 – Satellite Site Location - Courtesy of Google Maps

3. DESIGN PROCESS COMPONENTS

3.1 The design of the proposal includes a part-single, part-two storey rear extension of the existing shop and the creation of a new residential split-level unit with garage.s

3.2 Table 1 below summarizes the design of the proposal.

Floor	Unit	Type (b) bedroom (p)persons-bedspaces	GIA (m ²)	External Spaces
Ground and First Floor	Flat 2	1b2p	83.0	N/A

Table 1: Schedule of Accommodation

- 3.3 The existing building is extended to the rear of the boundary of the plot in order to be in line with the adjacent properties. Storage space of 46.4m² is added to the existing shop at the ground floor. The rest of the extension is occupied by a garage, storage for the residential unit and access to the first floor.
- 3.4 Refuse and cycle storage with 2 spaces is proposed within the garage at the ground floor.
- 3.5 The first floor of the extension is in line with the rear first floor structure at 5 Coldharbour Lane and is comprised of a living/dining area, a separate kitchen a bathroom and a double bedroom.
- 3.6 The distance from the rear wall of the existing first floor is 5.5m and the windows towards it have obscured glass to safeguard the privacy of the occupants of both units.
- 3.7 Overall, we wish to create a building with a long lifespan and low-running costs for the future residents while taking into account the neighboring properties, save guarding their privacy, sunlight/daylight in every possible way.

4. SUSTAINABLE MEASURES

- 4.1 The proposal has been driven by strong principles of environmental and sustainable design and adheres to the Sustainable Design and Construction policies of the 2015 London Plan. The systems used are numerous, integral and across all levels of the design. Some examples of actions taken to respond to and utilize climate and to maximize the sustainability of the project are as follows:
- New rooms will have adequate natural light and the appropriate visual links with the outside surrounding are safeguarded.
 - Thermal insulation to walls and floors would exceed current building regulations standards.
 - All hot water pipes would be lagged.
 - Fitting thermostatic valves to radiators and avoiding heating empty spaces.
 - Use of materials that require low energy for manufacture.
 - Use of local and recycled building materials where available to minimize the energy used in transportation.
 - Use of timber from certified sustainable sources, such as those accredited with the Forest Stewardship Council (FSC) trademark.

- Use of energy efficient appliances, especially white goods such as fridges and lighting.
- Maximize sound insulation

5. ACCESS AND TRANSPORT

5.1 Hayes and Harlington is served by Hayes and Harlington station on the Great Western Railway and TfL rail, which is in London fare zone 5. It is also served by four other stations at Heathrow Terminal 4 station, Heathrow Terminal 5, Heathrow Central, Heathrow Terminals 1, 2, 3 tube station. The Piccadilly line operates at the Heathrow Terminal station, with services to London Paddington, Reading.

5.2 The property is located near the Hayes Town center and is 0.6miles from Hayes and Harlington railway station.

5.3 Existing main access from Coldharbour Lane to the shop and existing flat remains unaltered, while an additional access to the proposed new unit is created at the rear of the plot through the public right of way.

6. PLANNING HISTORY

6.1 There has been only one planning application for this site:

- 31322/B/92/1311| Change of use from Class A1 (retail) to Class A3 (hot food takeaway)| 4 Broadway Parade, Coldharbour Lane - Refused
- 31322/A/82/9012 | Advertisment (P) | 4 Broadway Parade, Coldharbour Lane - Refused
- 31322/81/9119 | Advertisment (P) | 4 Broadway Parade, Coldharbour Lane - Refused

7. PLANNING POLICIES

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004, provides that the system for determining planning applications should be “plan-led”. This requires that, where an adopted UDP contains relevant and up-to-date policies, an application for planning permission or a planning appeal shall be determined in

accordance with the plan, unless material planning considerations indicate otherwise.

7.2 For the purpose of this application and based on the previous comments received, the relevant Development Plan required comprises the:

- Hillingdon Council Local Plan (2012)
- London Plan (March 2015)
- National Planning Policy Framework (NPPF) 2012

7.3 The most relevant London Plan policies for this application and as recommended by the preceding advice received are as follows:

- Policy 3.5 Quality and design of housing developments
- Policy 3.8 Housing choice
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 6.13 Parking
- Policy 7.2 An inclusive environment
- Policy 7.3 Designing out crime
- Policy 7.4 Local character
- Policy 7.6 Architecture
- Policy 8.3 Community infrastructure levy
- London Plan Supplementary Planning Guidance (SPG)
- Housing: Supplementary Planning Guidance. (November 2012)

8. DESIGN, CHARACTER AND DENSITY

8.1 The Policy 7.4 of the London Plan (2015) states that, "***Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings...***"

8.2 The proposed development will not alter significantly the character of the existing building or its location, as extensions with similar scale and use are existing in the neighbouring buildings.

8.3 The proposal will also not alter the front street facing facade of the existing building as it is focused at the rear space.

- 8.4 The resulting development will hence complement the form, nature and materials (by using similar materials) of the adjacent buildings. Overall, the proposal is taking into account matters of sunlight/daylight, circulation and friendly habitable spaces.

Density

- 8.5 As determined by the Council, the site has a PTAL score of 3. For the purpose of calculating densities in accordance with table 3.2 of the London Plan, the site can be described as urban in character and the following ranges of density will therefore be applicable:

- 200-450 habitable rooms per hectare (maximum 7.2 habitable rooms)
- 70-170 units per hectare (maximum 2.7 units)

- 8.6 The site area is a total of 160.5 m², with the proposed development including 1 additional unit with 3 habitable rooms adding to the existing one. This development, hence, conforms the above ranges.

9. STANDARD OF ACCOMMODATION

- 9.1 Policy 3.5 of the London Plan (2011) - Quality and design of housing developments, states that,

"...the minimum gross internal floor area (GIA) required for new homes relative to the number of occupants and taking into account commonly required furniture and the spaces needed for different activities and moving around, in line with Lifetime Home Standards."

- 9.2 Table 1 above, and the drawings submitted together with this application demonstrate that the proposed units have a satisfactory quality of internal accommodation based on the above policy.

10. HIGHWAYS AND PARKING

- 10.1 There is one (1) parking space provided within the plot along with two (2) cycle storage spaces. Access to the parking is provided by the rear public right of way.

11. CONCLUSIONS

- 11.1 The proposed development being submitted is therefore compliant with sustainable development. It will bring social, economical and environmental contributions to the local area, and has been designed to complement and enhance the current street scene.
- 11.2 Pertaining to the above and the attached documents, it is hence considered that this proposed development does conform to the relevant policies of the above mentioned Development Plans.
- 11.3 It is therefore concluded that the proposed residential conversion is acceptable and present no foreseeable harm.