



PRE APPLICATION PLANNING, TRANSPORT, DESIGN AND ACCESS STATEMENT

SITE ADDRESS: 52 Coldharbour Lane, Hayes, UB3 3EP

DATE: JUNE 2025



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Executive Summary

This statement has been prepared by Total Planning to support a planning application for demolition of existing detached building and erection of 3 storey mixed use building with accommodation in the roof and with basement level to provide a Restaurant (Class E) and replacement Tuition Centre and 9 residential units with associated works.

There is Local and London Plan support for making more efficient use of underutilised buildings and brownfield land for the delivery of new homes within town centre settings and close to major transport infrastructure such as Hayes and Harlington Elizabeth Line Station.

The development is situated in a highly sustainable location within Hayes Town Centre and has a PTAL rating of 4 which indicates that it has access to good public transport links.

There is specific policy provision for optimising small sites or vacant buildings for delivering more housing and supporting small and medium sized housebuilders. The proposal will deliver 9 high quality new residential properties with a range of unit sizes including 1 family sized unit.

The height of the proposal would match other more recent corner development property that has been consented by Hillingdon Council and it would be only a single storey higher than the adjacent parades which is characteristic of corner property where it is common to celebrate prominent positions in the street.

This proposal follows a formal pre-application for a 5 storey mixed use building which had positive feedback and advice was given to lower the height of the proposal by a storey. The advice received from the Council has been followed and this latest proposal is considered to address the previous concerns.

The building as illustrated within the accompanying CGIs is considered to sit comfortably within the setting and will aesthetically enhance the visual amenity of the area

The design and chamfered approach to the building's frontage will better activate Coldharbour Lane and the more residential design of the side elevation which steps down in height will integrate successfully with Fairdale Gardens.

The proposal will generate employment in the area and enhance the vitality and vibrancy of the town centre whilst shielding the residential properties on Fairdale from the noise and hustle of the town centre.

The proposal will not raise any transport concerns and it will encourage green alternative modes of transport.

Overall, the approach to this development would reflect the 17 global goals of sustainable development as set out in the NPPF. The application meets the strategic policy objectives of the London Plan as well as the aims and objectives of the Local Plan.

The Site

The application site is known as 52 Coldharbour Lane. It is located at the corner of Coldharbour Lane and Fairdale Gardens and is occupied by a part two storey, part single storey building with a flat roof.

The ground floor was in use as a tuition centre however it is currently vacant and the first floor was offices but is currently used for residential.

The adjacent parade of shops to the north forms a terrace over three storeys with pitched roof with residential units at the upper levels. The frontage of the application building is set forward of the adjacent building frontage of the properties on Coldharbour Lane. The Fairdale Gardens frontage is slightly forward of the building line of the dwellings on Fairdale Gardens.

The site is located within the designated Hayes Town Shopping Centre and within the designated secondary shopping area.

The site has a Public Transport Accessibility Level (PTAL) rating of 4.

The existing building is rather poor condition and new development is considered likely to significantly invigorate the vitality and vibrancy of this corner and the High Street.



Application site as viewed at the junction between Coldharbour Lane and Fairdale Gardens

Opposite the application site, there is a parade of 3 storey mixed use buildings as shown in the photograph below.



Parade of 3 storey buildings opposite the application site

Adjacent the application site to the north, there is another parade of 3 storey mixed use buildings as shown in the image below.



Adjoining 3 storey parade to the north of the application site

Similarly to the south, there another parade of 3 storey mixed use buildings situated on the southern corner of the junction between Coldharbour Lane and Fairdale Gardens.



3 storey parade of mixed use buildings to the south side of Fairdale Gardens

On a similar corner to the application property at the junction between Coldharbour Lane and Hunters Grove, there a relatively recent development that that comprises a part 4 and 3 storey mixed use building.



Part 4 storey and part 3 storey mixed use building at the junction between Coldharbour Lane and Hunters Grove

Lately a range of newer contemporary building have been built or approved in the surrounding area and on Coldharbour Lane, including this relatively attractive 4 storey mixed used building at the junction of Coldharbour Lane and East Way (see image below) which is situated further to the north.



Contemporary 4 storey building at the junction of Coldharbour Lane and East Way

There are also examples of much higher buildings to the south nearer the station on Pump Lane and in the surrounding streets. Including a 5 storey building that has been recently approved at 1-3 Coldharbour Lane (below).



Approved development at 1-3 Coldharbour Lane

These proposals seek to take the best qualities of these schemes that comprise the character of the area and provide a high quality development that reflects the emerging character of Coldharbour Lane.

Proposed Development

This application seeks planning advice for demolition of existing detached building and erection of 3 storey mixed use building with accommodation in the roof and with basement level to provide a Restaurant (Class E) and replacement Tuition Centre and 9 residential units with associated works.

The building would comprise commercial at ground floor and basement levels which would be split into a restaurant at the front and a tuition centre that would replace the existing tuition centre to the side.

The 9 residential units proposed would be located on the upper floor levels, including 5 x 1 bedroom; 3 x 2 bedroom; and 1 x 3 bedroom units.

There would be separate entrances for each use/units and separate cycle/bin stores incorporated into the building.

In addition, a disabled parking bay and 4 visitor cycle parking spaces would be provided.

Planning History

The planning history for this site is extensive, however the latest and most relevant to the current proposals are set out in the table below.

Reference	Description	Decision	Date
52803/APP/2023/1188	Change of use of first floor from tuition centre/offices to 2 x 2-bed and 3 x 1- bed self-contained flats, including addition of a second floor, a first floor side extension, formation of balconies to rear, new external stairs, refuse and recycle storage, bicycle parking and widening of crossovers.	Approval	21-04-2023
52803/APP/2019/2634	Change of use of first floor from tuition centre/offices to 2 x 2 bed and 3 x 1 bed self contained flats, including addition of a second floor, a first floor side extension, balconies to rear, new external stairs and widening of crossovers	Approval	01-07-2020
52803/APP/2019/899	To convert the first floor to 3 flats and construct an additional second floor at the existing roof level and to create another 2 flats.	NFA	20/03/2019

	Therefore 5 flats in total. Replacement of existing windows at ground floor where necessary		
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The latest approval secured planning permission for an additional storey to the existing building (see below), however as it was conversion of the existing building, the design was constrained and the proposal could not deliver a high quality development that would really celebrate this prominent corner.



1.

Extant planning consent development

There was also a subsequent formal pre-application for a mixed use 5 storey building which is shown below.



Proposed

This proposal sought removal of the tuition centre use and it was 5 storeys. The Council requested justification for the loss of the tuition centre which could be provided, however, the applicant is satisfied to re-provide a tuition centre use within the revised proposals. In addition, the height of the development has been reduced by a full storey in line with the guidance offered by Council officers.

These new proposals seek to deliver a higher quality development that better reflects some of the higher quality schemes that are coming forward. This would be achieved through the complete redevelopment of the site as opposed to extending the existing building which has its limitations on the level of improvements that can be achieved.

Planning Policy

The proposed development would be assessed against the Development Plan Policies contained within Hillingdon's Local Plan: Part 1 & 2, the London Plan, the NPPF and supplementary planning guidance by both the London Borough of Hillingdon and GLA.

National Planning Policy

The National Planning Policy Framework (NPPF) under paragraph 11 states decisions should apply a presumption in favour of sustainable development and 11(c) stipulates that for decision taking this means approving development proposals that accord with an up to date development plan without delay.

Paragraph 38 stipulates that local planning authorities should approach decisions on proposed development in a positive and creative way. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Chapter 5 of the NPPF refers to '*Delivering a sufficient supply of homes*'. Paragraph 60 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Chapter 9 of the NPPF refers to '*Promoting sustainable transport*'. Paragraph 109 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision making.

Within this context, paragraph 116 states that applications for development should:

- a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid

unnecessary street clutter, and respond to local character and design standards;

- d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Paragraph 117 states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Chapter 11 of the NPPF refers to '*Making effective use of land*'. Paragraph 123 states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land.

Paragraph 128 states that planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) Local market conditions and viability;
- c) The availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) The desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) The importance of securing well designed, attractive and healthy places.

Paragraph 129 states 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. In these circumstances:

- b) The use of minimum density standards should also be considered for other parts of the plan area. It may be appropriate to set out a range of densities that reflect the accessibility and potential of different areas, rather than one broad density range; and
- c) Local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Chapter 12 of the NPPF refers to '*Achieving well-designed places*'. Paragraph 131 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspects of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Paragraph 135 states that planning policies and decisions should ensure that 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 wellbeing, 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.

Regional Planning Policy

Policy GG1 '*Building strong and inclusive communities*' of the London Plan states that delivering good quality, affordable homes, better public transport connectivity, accessible and welcoming public space, a range of workspace in accessible locations, and social, physical and environmental infrastructure that meets London's diverse needs is essential if London is to maintain and develop strong and inclusive communities.

To build on the city's tradition of openness, diversity and equality, and help deliver strong and inclusive communities, those involved in planning and development must:

- provide access to good quality services and amenities that accommodate, encourage and strengthen communities, increasing active participation and social integration, and addressing social isolation.
- ensure that streets and public spaces are planned for people to move around and spend time in comfort and safety, creating places where everyone is welcome, which foster a sense of belonging and community ownership, and where communities can develop and flourish.
- ensure that new buildings and the spaces they create are designed to reinforce or enhance the legibility, permeability, and inclusivity of neighbourhoods, and are resilient and adaptable to changing community requirements.
- support the creation of a London where all Londoners, including older people, disabled people and people with young children can move around with ease and enjoy the opportunities the city provides, creating a welcoming environment that everyone can use confidently, independently, and with choice and dignity, avoiding separation or segregation.

Policy GG2 '*Making the best use of land*' of the London Plan states that London's population is set to grow from 8.9 million today to around 10.8 million by 2041.

Making the best use of land means directing growth towards the most accessible and well-connected places, making the most efficient use of the existing and future public transport, walking and cycling networks. Integrating land use and transport

in this way is essential not only to achieving the Mayor's target for 80 per cent of all journeys to be made by walking, cycling and public transport, but also to creating vibrant and active places and ensuring a compact and well-functioning city.

All options for using the city's land more effectively will need to be explored as London's growth continues, including the redevelopment of brownfield sites and the intensification of existing places, including in outer London. New and enhanced transport links will play an important role in allowing this to happen, unlocking homes and jobs growth in new areas and ensuring that new developments are not planned around car use.

To create high-density, mixed-use places that make the best use of land, those involved in planning and development must:

- enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites
- prioritise sites which are well-connected by existing or planned public transport
- proactively explore the potential to intensify the use of land, to support additional homes and workspaces, promoting higher density development, particularly on sites that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.
- Applying a design-led approach to determine the optimum development capacity of sites
- understand what is valued about existing places and use this as a catalyst for growth, renewal, and place-making, strengthening London's distinct and varied character.

Policy GG3 '*Creating a healthy city*' of the London Plan states that to improve Londoners' health and reduce health inequalities, those involved in planning and development must:

- ensure that the wider determinants of health are addressed in an integrated and co-ordinated way, taking a systematic approach to improving the mental and physical health of all Londoners and reducing health inequalities.
- promote more active and healthy lifestyles for all Londoners and enable them to make healthy choices.
- use the Healthy Streets Approach to prioritise health in all planning decisions.
- plan for improved access to green spaces and the provision of new green infrastructure.

Policy GG4 '*Delivering the homes Londoners need*' of the London Plan states that to create a housing market that works better for all Londoners, those involved in planning and development must:

- ensure that more homes are delivered.
- support the delivery of the strategic target of 50 per cent of all new homes being genuinely affordable.
- create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing.
- identify and allocate a range of sites, including small sites, to deliver housing locally, supporting skilled precision-manufacturing that can increase the rate of building, and planning for all necessary supporting infrastructure from the outset.

- establish ambitious and achievable build-out rates at the planning stage, incentivising build-out milestones to help ensure that homes are built quickly and to reduce the likelihood of permissions being sought to sell land on at a higher value

Chapter 3 Design of the London Plan contains the following relevant policies:

- Policy D1 London's form, character and capacity for growth
- Policy D2 Infrastructure requirements for sustainable densities
- Policy D3 Optimising site capacity through the design-led approach
- Policy D4 Delivering good design
- Policy D5 Inclusive design
- Policy D6 Housing quality and standards
- Policy D7 Accessible housing
- Policy D8 Public realm
- Policy D11 Safety, security and resilience to emergency
- Policy D12 Fire safety
- Policy D13 Agent of Change
- Policy D14 Noise

Policy D2 '*Infrastructure requirements for sustainable densities*' of the London Plan states that the density of development proposals should consider, and be linked to, the provision of future planned levels of infrastructure rather than existing levels.

When a proposed development is acceptable in terms of use, scale and massing, given the surrounding built form, uses and character, but it exceeds the capacity identified in a site allocation or the site is not allocated, and the borough considers the planned infrastructure capacity will be exceeded, additional infrastructure proportionate to the development should be delivered through the development. This will be identified through an infrastructure assessment during the planning application process, which will have regard to the local infrastructure delivery plan or programme, and the CIL contribution that the development will make. Where additional required infrastructure cannot be delivered, the scale of the development should be reconsidered to reflect the capacity of current or future planned supporting infrastructure.

Policy D3 'Optimising site capacity through the design led approach' of the London Plan states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity, and that best delivers the requirements set out in Part D.

Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking, and cycling, in accordance with Policy D2 Infrastructure requirements for sustainable densities. Where these locations have existing areas of higher density buildings, expansion of the areas should be positively considered by Boroughs where appropriate. This could also include expanding Opportunity Area boundaries where appropriate.

Chapter 4 Housing of the London Plan contains the following relevant policies:

- Policy H1 Increasing housing supply
- Policy H4 Delivering affordable housing
- Policy H5 Threshold approach to applications
- Policy H6 Affordable housing tenure

Policy H10 Housing size mix

Chapter 8 Green Infrastructure and Natural Environment of the London Plan contains the following relevant policies:

- Policy G4 Open space
- Policy G5 Urban greening
- Policy G7 Trees and woodland

Chapter 9 Sustainable Infrastructure of the London Plan contains the following relevant policies:

- Policy SI 1 Improving air quality
- Policy SI 2 Minimising greenhouse gas emissions
- Policy SI 4 Managing heat risk
- Policy SI 5 Water infrastructure
- Policy SI 12 Flood Risk Assessment
- Policy SI 13 Sustainable drainage

Chapter 10 Transport of the London Plan contains the following relevant policies:

- Policy T1 Strategic approach to transport
- Policy T2 Healthy Streets
- Policy T3 Transport capacity, connectivity and safeguarding
- Policy T4 Assessing and mitigating transport impacts
- Policy T5 Cycling
- Policy T6 Car parking
- Policy T6.1 Residential parking

- Housing SPG
- Affordable Housing and Viability SPG
- Accessible London SPG
- Play and Informal recreation SPG

Local Planning Policies

The Hillingdon Local Plan Part 1 - Strategic policies sets out the overall level and broad locations of growth up to 2026. Together with the Local Plan Part 2 Development Management Policies and Site Allocations and Designation documents it forms the Council's future development strategy for the borough.

The Local Plan Part 1 – Strategic policies contains the following relevant policies:

- Policy E1: Managing the Supply of Employment Land
- Policy H1: Housing Growth
- Policy HE1: Built Environment
- Policy EM1: Climate Change Adaptation and Mitigation
- Policy EM4: Open Space and Informal Recreation
- Policy EM6: Flood Risk Management
- Policy EM7: Biodiversity, and Geological Conservation
- Policy EM8: Land, Water, Air and Noise
- Policy T1: Accessible Local Destinations
- Policy CI1: Community Infrastructure Provision

The Local Plan Part 2 – Development Management Policies contains the following relevant policies:

- DMHB1 Heritage Assets
- DMHB4 Conservation Areas

DMHB11 Design of New Development
DMHB12 Streets and Public Realm
DMHB14 Trees and Landscaping
DMHB15 Planning for Safer Places
DMHB16 Housing Standards
DMHB17 Residential Density
DMBH18 Private Outdoor Amenity Space
DMHB19 Play Space

DMEI1 Living Walls and Roofs and Onsite Vegetation
DMEI2 Reducing Carbon Emissions
DMEI7 Biodiversity Protection and Enhancement
DMEI9 Management of Flood Risk
DMEI10 Water Management, Efficiency and Quality
DMEI14 Air Quality

DMCI2 New Community Infrastructure
DMCI4 Open Spaces in New Development

DMT1 Managing Transport Impacts
DMT2 Highways Impacts
DMT5 Pedestrians and Cyclists
DMT6 Vehicle Parking

Principle of Development

The principle of making more efficient use of existing underutilised brownfield sites or buildings in a poor state of repair is generally supported by local, regional and national planning policy. Therefore, the principle of using this land to deliver a mixed use development should be supported.

The site is not designated in terms of land use in Hillingdon's Local Plan. Optimising the use of this town centre site is supported in adopted policy terms. The development is situated in a highly sustainable location and is near to major public transport infrastructure such as Hayes and Harlington Elizabeth Line Station.

Paragraph 119 of the National Planning Policy Framework (NPPF) states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land.

Policy GG2 of the London Plan and the National Planning Policy Framework (2023) state a requirement to encourage the effective use of land and encourages the use of previously developed, vacant and underutilised sites to maximise development potential, in particular for new housing. Chapter 5 of the NPPF supports the delivery of homes, confirming that local authorities should, through their Local Plans, demonstrate how housing targets and objectives will be met. Particular emphasis is given to housing delivery over the next five years, but authorities are also required to consider growth beyond this.

Moreover, Policy GG4 (Delivering the homes Londoners need) sets out that to create a housing market that works better for all Londoners, those involved in planning and development must ensure that more homes are delivered, proactively exploring the potential to intensify the use of land and promoting higher density development in appropriate locations.

The proposal would also seek to reprovide a tuition centre measuring a total of 292.05m² and a restaurant use (Class E) onto Coldharbour Lane which would comply with local policy designation as a secondary shopping frontage. Therefore, the proposal would enhance the vitality and vibrance of the town centre and help with adding more employment opportunities. The restaurant would measure 284.23m² and would be split over the ground and basement levels. The tuition centre would also be split over the ground and basement levels.

The existing tuition centre on site which is vacant measures approximately 210m² and the proposal would see a slight increase in the size of this space. Therefore, this proposal will not result in the loss of any community or educational use.

Recent planning consents have also already established the use of the site for residential use and the Local Plan supports the delivery of housing in sustainable town centre locations.

For all of these reasons, the principle of development should be considered acceptable with regards to local, regional, and national planning policies.

Impact on the visual amenity of the area

Chapter 3 Design of the London Plan sets out a series of overarching design principles for development in London and policy D4 Delivering good design seeks to promote world class, high quality design.

In terms of context, is it worth again reviewing 2 schemes recently approved and built in on Coldharbour Lane (see images below).

These contemporary buildings are both situated on corners with Coldharbour Lane.

They range in height from 4-5 storeys and are largely red brick and contain recessed balconies with a setback top floor level. At ground floor level, they comprise commercial Class E units with larger glazed windows that provide for spaces that are modern in their appearance and adaptable for multi-use / purposes.



Contemporary 4 storey building at the junction of Coldharbour Lane and East Way

The external materiality and aesthetics of the development above is preferred over the cladded proposal below as it is considered to appear high quality. As such, the redevelopment on the application site will seek to follow a similar external appearance.



Approved development at 1-3 Coldharbour Lane

Both developments will have a setback upper floor level and step down in height as they approach adjoining lower level buildings within their respective streetscenes. A similar design approach will be utilised within the application scheme.

As mentioned above, both schemes incorporate recessed balconies and they also encompass curved design features that soften the bulk and mass of them. A similar curve or chamfered/setback approach could be taken on the application proposal.

In order to appreciate the acceptability of the pre-app proposals, the Applicant has prepared a CGI to show the proposal as built in the streetscene. Below shows the existing and proposed as viewed from Coldharbour Lane.



Existing



Pre-Application Proposal



Proposed

It should be pointed out that the parades to the north and south of the application site are both 3 storeys with large pitched roofs which extend them to 4 storeys in height. Therefore, in comparison, only the set back fifth floor level would sit marginally above the height of these 2 parades. In this respect, the proposed contemporary building would not appear excessively tall, especially given its corner position where it is often expected to see a modestly taller building like that approved at 1-3 Coldharbour Lane which has been consented for a 5 storey building. The previous pre-application scheme was slightly higher than adjacent properties as shown below.

As such, although the proposed building at its highest point would be a part storey above the adjacent parade, the proposed development would still be considered to sit comfortably within the streetscene and be of an appropriate scale and mass (see height comparison drawing below which shows the relationship with adjacent parades).



Relative height of the pre-application proposal in relation to neighbouring buildings on Coldharbour Lane

However, the revised scheme following the advice of the Council has been reduced by a full storey and the proposal would now sit lower than the height of the adjacent buildings.



In addition, in comparison with the pre-application proposal, the height reduction has also significantly reduced the bulk and mass of the development when viewed from Fairdale Gardens. (See below).



Furthermore, the proposed building has been positioned / set back further back from the neighbouring properties at first floor level to provide further relief and separation in the streetscene.

The revised scheme is now considered to sit comfortably within the streetscene and be of an appropriate scale and mass.

In terms of materiality, the use of bricks similar to the rest of the parade would be used in order to blend the development into the rest of the streetscene. This is similar to what has recently been built at the junction of Coldharbour Lane and East Way.

Taking a design cue from the development at the junction of Coldharbour Lane and Hunters Grove, the development would seek to provide a single storey of commercial with a large glazed frontage.



Part 4 storey and part 3 storey mixed use building at the junction between Coldharbour Lane and Hunters Grove

The proposed development would be chamfered at the corner (much like other approvals in the area where they are curved) in order to improve its relationship with Coldharbour Lane and Fairdale Gardens. The existing building sits out in the streetscene but does book end the adjacent parade of shops. The chamfered corner is considered to improve the relationship with the street and the use of glazing which is largely transparent will allow for views through the building, which will further reduce the dominance, bulk and mass of the building.

The proposed site plan shows how the future restaurant use would aim to have external seating within the site ownership to further enhance the vitality and vibrancy of the streetscene.



Proposed block plan of the current development

The building would be a completely detached property which would be considered to ensure there are no difficult juxtapose design issues between itself and the neighbouring blocks/buildings which have large pitched roofs.

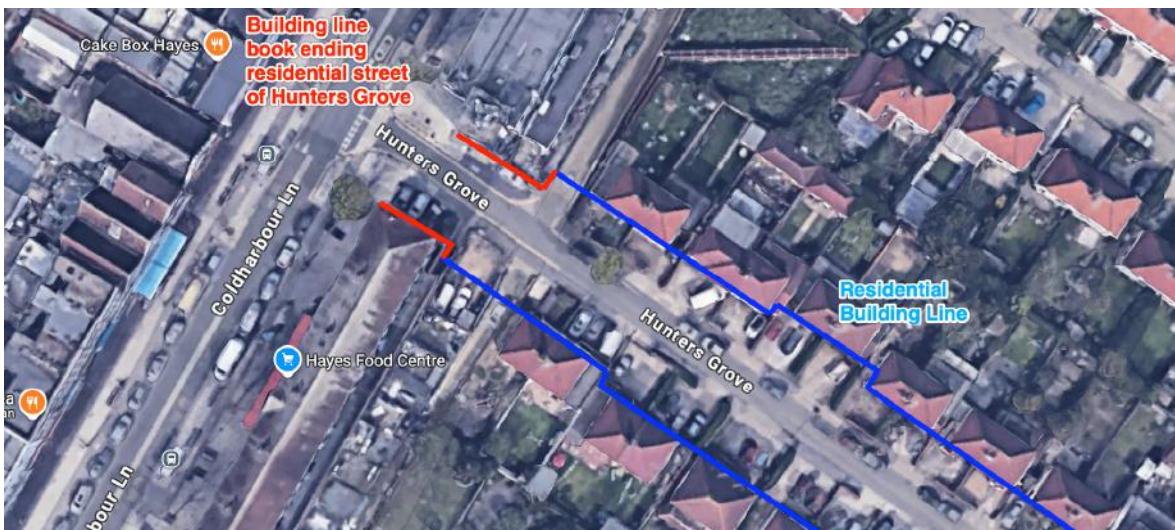
The building would not be particularly wide when viewed from the rear as shown on the elevational drawing previously shown above. At its closest point to the neighbouring properties on Fairdale Gardens it would reduce further in width and height, until it was single storey at its closest point.

The building would step and stagger down in scale and height as it extends to the rear in order to reduce any sense of dominance on this neighbour or the streetscene. In addition, the building would step backwards more in line with the building line of these neighbours. It is important to note that the existing building sits forward of this building line and again it is not uncharacteristic for mixed use buildings like this to sit forward of secondary streetscenes which in real terms would be considered to shelter this more residential street from the commercial buzz of the main shopping street. It is considered that this slight increase in enclosure would improve the residential setting of Fairdale Gardens as at present, this street gives this road the impression that it is major thoroughfare and part of the main town centre which it is not.



Building line on Mount Road and book ending of commercial properties along Coldharbour Lane

This arrangement of book ending residential streets is common along Coldharbour Lane as can be seen in the diagrams below. In particular, as Fairdale Gardens is a small cul de sac, it will benefit from being marginally screened off from the busy shopping street.



Building line on Hunters Grove and book ending of commercial properties along Coldharbour Lane

Therefore, despite the proposed development seeking to extend modestly out into Fairdale Gardens, the proposed building would still sit comfortably within the streetscene and slight increase of enclosure within the street should be welcomed in that it would provide a break from the much busier Coldharbour Lane.

During the site visit to the site, it was clear that many shoppers visiting the area by car mistakenly considered Fairdale Gardens to be part of the main shopping area and many vehicles used this road for turning, parking and waiting for people visiting the commercial properties on Coldharbour Lane. Separating these streets through the use of built form would be beneficial to the residents of Fairdale Gardens as it may discourage its use which would be become less open and large in scale that wrongly gives the impression that this is not a residential cul de sac.

Care has been taken to ensure that the development would not harm the residential amenity of these neighbouring properties and this is considered in full detail later in this statement. The Council at pre-application stage was satisfied with the footprint of the replacement building and this general overall approach was considered acceptable.

This contemporary proposal is considered to be a height and scale that is appropriate for this corner setting and its proportion and stepping down design, is considered to address both Coldharbour Lane and Fairdale Gardens successfully.

The CGI provided as part of this application show a development that would reflect the emerging character of this area. This detached building would improve the existing relationship with the streetscene and be likely to help reduce commercial traffic to Fairdale Gardens. The height proposed is not excessive and is matching other development consented in the area. The CGI shows how the development proposal would sit extremely comfortably on this corner setting and would enhance the visual amenity of the area.

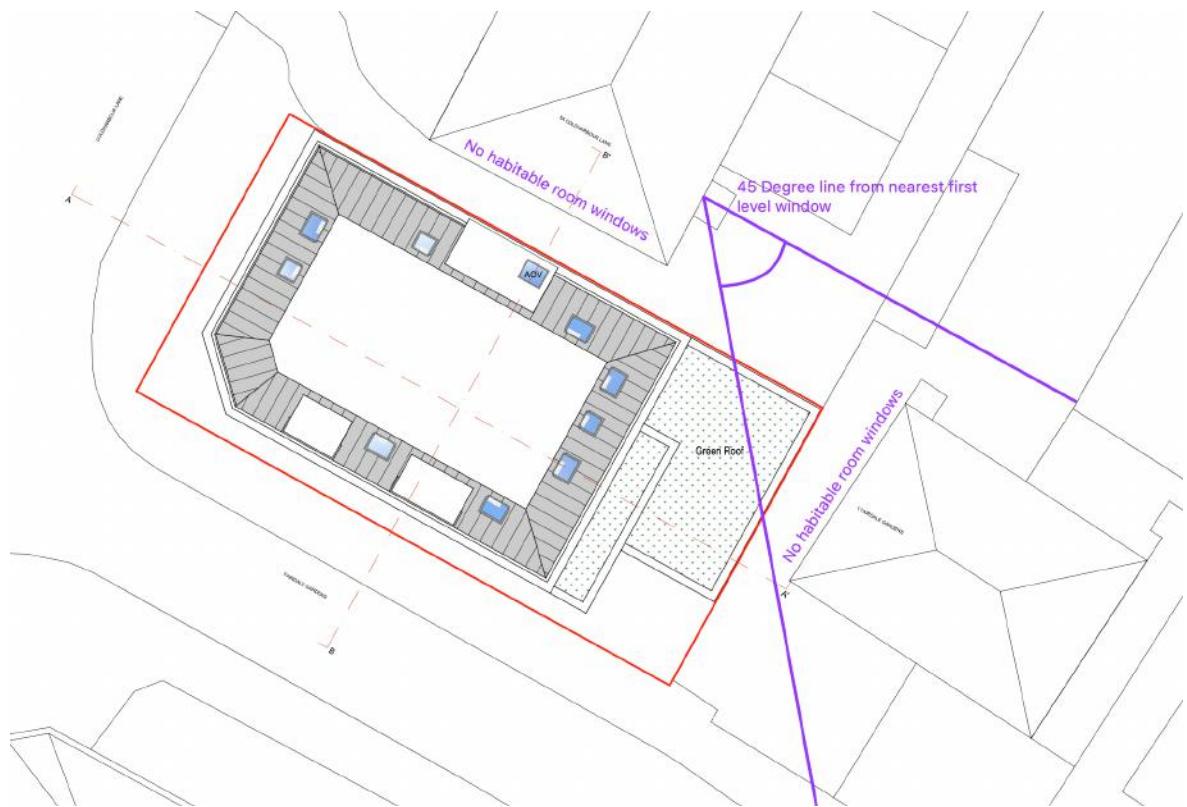
The proposal would include recessed balconies and have accommodation within the roof with contrasting materials, which combined with the use of glazing for the commercial level would aid in breaking up its mass and bulk. Materially it would reflect existing buildings in the area and would be considered to blend into the streetscenes.

Overall, the proposal is considered to improve the visual amenity of the area and enhance its setting, in accordance with policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies, Policies DMH 6, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies D1 and D3 of the London Plan (2021), as well as paragraphs 124 and 130 of the NPPF (2021).

Impact on neighbouring properties

When considering impact on neighbouring properties, it is firstly important to identify the closest residential properties.

The proposal relates to a detached building but the closest neighbouring residential properties are situated to the rear (east) on Fairdale Gardens and on the upper floor levels of the parade to the north on Coldharbour Lane. No other neighbouring properties are likely to be affected by the proposals.



BRE 45 degree relationship of nearest first floor level habitable room window to closest flat to the north

In relation to the closest neighbouring property on the upper floor level of the parade to the north, it is worth reviewing the diagram above. The single storey element sought replaces the existing building which extends single storey level up to the boundaries of the site. Therefore, there would be no change in terms of the building's immediate relationship with either this property or to the residential dwelling to the east on Fairdale Gardens.

The proposed main bulk of the replacement building is situated on where the existing 2 storey building and approved second floor level would sit on the site. There would be only a modest increase in bulk and mass in comparison to the consented scheme, but as the diagram above illustrates, this would be situated well back from the BRE 45 degree rule line that would suggest that there would be no impact on this neighbour.



BRE 45 degree vertical rule against rear projecting elements

Similarly the BRE 45 degree rule taken vertically would also demonstrate that the relationship with this existing neighbouring property would be acceptable and that the development would not result in any detrimental sense of enclosure, loss of outlook or loss of light.

As illustrated in the earlier site plan, the dwelling situated to the east would only have windows serving habitable rooms facing Fairdale Gardens or its own private garden. As such, it would not be impacted by the proposed development.

Nonetheless, a Daylight and Sunlight Assessment has been prepared to support this application which demonstrates that the proposal would not result in any harm to the daylight and sunlight of neighbouring properties.

In terms of overlooking, there are no habitable room flank windows facing the development. Therefore, the proposal would not allow overlooking of any neighbouring properties. Given the oblique angle towards windows to these neighbouring properties, the proposal would not allow for any loss of privacy. Proposed habitable room windows have been carefully positioned to avoid any such harm

Overall, the proposal would not be considered to harm the residential amenity of neighbours.

Quality of accommodation for future occupiers

Policy D6 of the London Plan (2021) sets out the minimum internal floor space standards required for residential developments in order to ensure that there is an adequate level of amenity for future occupants.

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. The space standards set out in Table 5.1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Paragraph 5.60 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states, "When assessing the size of households the Council will assume that any bedroom over 11.5 sqm is capable of being occupied by two persons. Similarly any "study", "bonus room" or third living/reception room that is not annotated as a bedroom will be assumed to be capable of serving as a bedroom."

The DCLG's Technical housing standards - nationally described space standard (2015) requires double bedrooms to have a floor area of at least 11.5 square metres, and for single bedrooms to have a floor area of at least 7.5 square metres.

The proposed new dwellings would all comply with these requirements for bedrooms. In addition, all of the flats will meet minimum internal spaces standards, with many of the flats being generously sized. All of the habitable rooms will have good access to daylight and sunlight, as well as outlook.

In addition, all of the new units would be dual aspect and benefit from passive ventilation.

Furthermore and importantly, all of the new dwellings would have private external amenity space in excess of the London Plan standard where as the existing approved flats benefit from limited private external amenity space. Therefore, there is considered to be a marked improvement in terms of living conditions in comparison with the existing and approved properties.

Overall, the proposed accommodation is considered to be of a high standard to the benefit of future occupiers. Please refer to the accompanying drawings for more details.

The proposal will comply with Policy D6 of the London Plan and Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Transport

Access, Traffic, Servicing, Highway & Pedestrian Safety

Policy T1 Strategic approach to transport of the London Plan states that all development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

Policy T4 Assessing and mitigating transport impacts of the London Plan states that the cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated. Also, development proposals should not increase road danger.

The existing property benefits from vehicular accesses along Fairdale Gardens which were used when the property was in full use. This proposal would seek to reduce the length of dropped kerb along the footpath thereby improving pedestrian safety.

The development would continue to be serviced from Fairdale Garden and there is integral residential bin storage within 10m of the public highway for convenient and

safe refuse collection. The bin stores are also conveniently located for future occupiers of the development.

Commercial waste would also be removed from Fairdale Gardens but this will be collected by a private waste collection company.

As the number of vehicular accesses would be reduced to just one, the proposal is considered to improve highway safety. As the development is located in a town centre location with a PTAL rating of 4, a “car free” development should be encouraged which would reduce congestion and traffic on local streets. The reduction in length of dropped kerbs would also in theory reduce the risk of conflicts between different car users close to the junction with Coldharbour Lane which should also be welcomed.

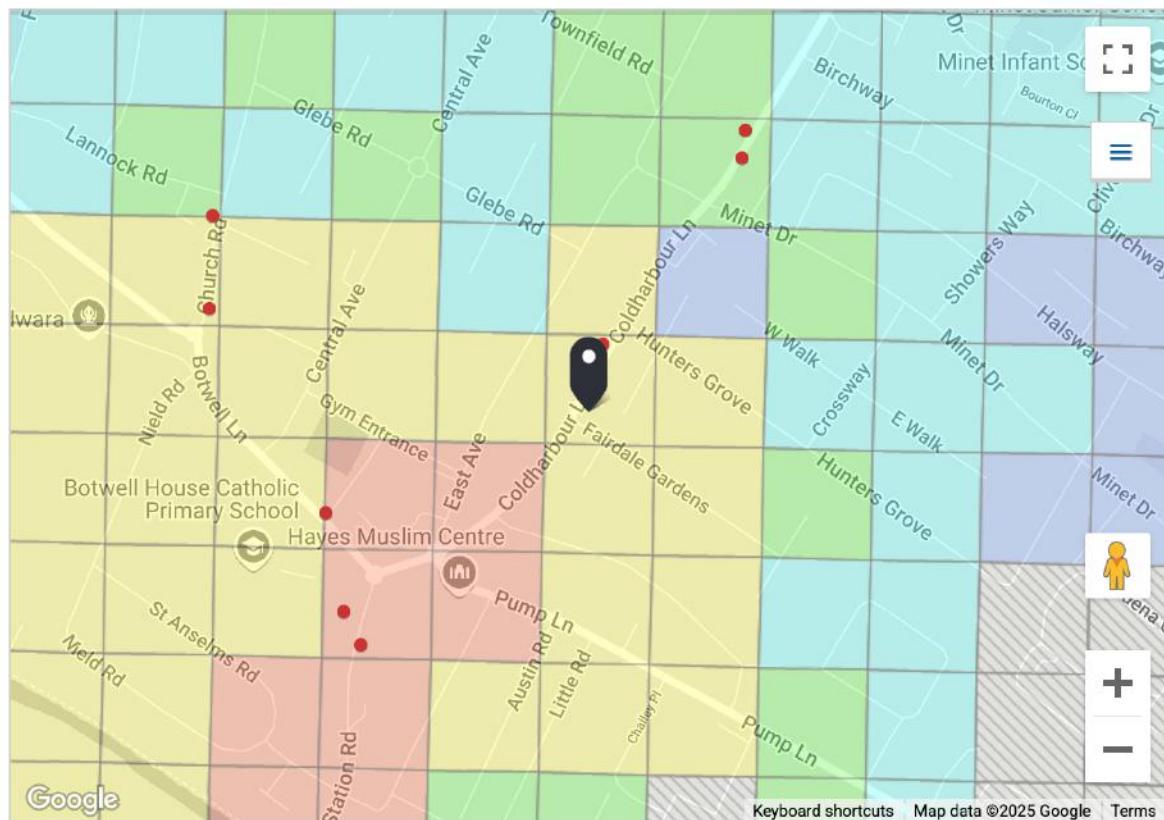
Parking

Policy T5 Cycling and Policy T6 Car parking of London Plan are the latest up to date policies with regards to parking for development.

The site benefits from having a high PTAL rating of 4 (see PTAL map below), and it is considered that 1 disabled car parking space for future residents would be appropriate for this location, especially given its location in the town centre.

Currently there are no cycle parking spaces, but the proposals will include integrated long stay cycle parking as well as short term visitor car parking that is accessible for the commercial and residential users.

Given the site’s PTAL, its location in the town centre, the “car free” development with 1 disabled car parking bay should be welcomed and considered in accordance with policies T5, T6, and T6.1 of the London Plan.



You can click anywhere on the map to change the selected location.

PTAL output for Base Year

4 PTAL rating map

Noise

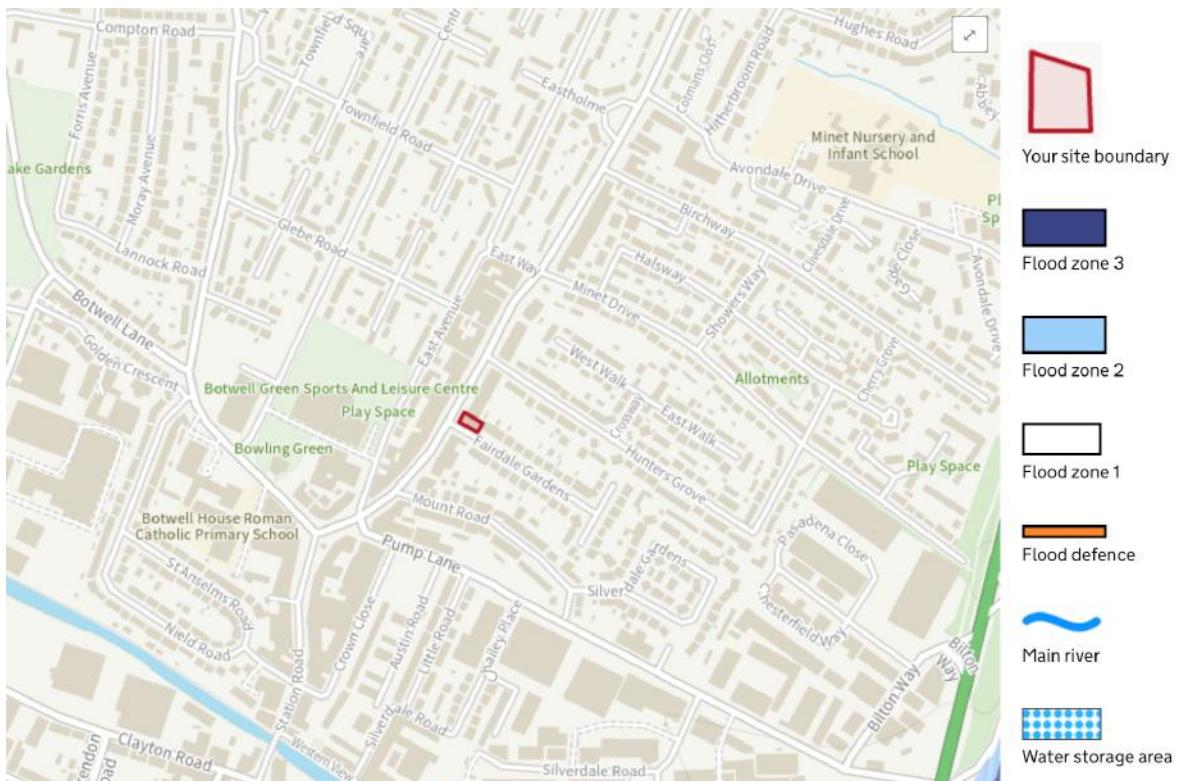
Policies D3, D13, and D14 of the London Plan refer to the need for new residential accommodation to offer appropriate amenity safeguarded from excessive noise exposure.

The proposed development is unlikely to impact neighbouring properties given its use and location. In terms of the new residential development, care will be taken to ensure that the internal noise levels are to a standard that meet Building Regulation standards. The proposed private external amenity space will be recessed providing some relief from noise on the shopping street and as much as possible, bedrooms have been positioned away from this elevation to protect these more noise sensitive locations. The only bedrooms facing the main street are situated on the top floor which are set well back from the main parade.

Nevertheless, care will be needed at technical stage to ensure windows are to a standard to protect residents from excessive sources of external noise.

Flooding and drainage

The site is in flood zone 1 which is an area at least risk of flooding. The development would not be at risk of flooding, nor would it increase flooding offsite.



Flood Risk Map EA

Sustainability

The development will be expected to follow the hierarchy of energy efficiency, decentralised energy and renewable energy technologies set out in the London Plan. The development is expected to meet Building Regulation standards with regards to a 35% reduction in regulated CO₂ emissions against a Building Reg Part L (2013) compliant baseline. It is expected that the mixed use building will be built with energy efficiency in mind and that the use of air source heat pumps will be deployed to aid in achieving the standards necessary.

Furthermore, the development will be designed to ensure a maximum internal water consumption rate of 105 litres per person per day. In addition, grey water will be collected and re-used on site, further reducing the need for fresh water.

There is no reason to consider that the development cannot achieve the requisite levels of sustainability.

Other Matters

As the development will be entirely located on a fully hard surfaced brownfield site, the proposal will not adversely impact any trees and as the proposal will potentially incorporate some green / soft landscaping, the development may modestly increase the biodiversity of the site.

In terms of BNG, the development would not result in the loss of 20m² of soft landscaping as it is entirely hard surfaced, therefore, the proposal is exempt from having to provide a BNG uplift of 10%.

Conclusion

In conclusion, there is Local and London Plan support for making more efficient use of underutilised buildings and brownfield land for the delivery of new homes within town centre settings and close to major transport infrastructure such as Hayes and Harlington Elizabeth Line Station.

The development is situated in a highly sustainable location within Hayes Town Centre and has a PTAL rating of 4 which indicates that it has access to good public transport links.

There is specific policy provision for optimising small sites or vacant buildings for delivering more housing and supporting small and medium sized housebuilders. The proposal will deliver 9 high quality new residential properties with a range of unit sizes including 1 family sized units.

The height of the proposal would match other more recent corner development property that has been consented by Hillingdon Council and it would be only a single storey higher than the adjacent parades which is characteristic of corner property where it is common to celebrate prominent positions in the street.

The building as illustrated within the accompanying CGI is considered to sit comfortably within the setting and will aesthetically enhance the visual amenity of the area

The design and chamfered approach to the building's frontage will better activate Coldharbour Lane and the more residential design of the side elevation which steps down in height will integrate successfully with Fairdale Gardens.

The proposal will generate employment in the area and enhance the vitality and vibrancy of the town centre whilst shielding the residential properties on Fairdale from the noise and hustle of the town centre.

The proposal will not raise any transport concerns and it will encourage green alternative modes of transport.

Overall, the approach to this development would reflect the 17 global goals of sustainable development as set out in the NPPF. The application meets the strategic policy objectives of the London Plan as well as the aims and objectives of the Local Plan.