

DESIGN & ACCESS STATEMENT

In support of a full planning application for the proposed

CONVERSION OF EXISTING DWELLING INTO 2 SELF-CONTAINED FLATS INCLUDING TWO STOREY SIDE AND REAR EXTENSIONS, LOFT CONVERSION AND DEMOLITION OF EXISTING PORCH WITH ASSOCIATED AMENITY AND PARKING SPACE

at

37 Grange Road, Hayes, London UB3 2RP

Prepared by **DE Architectural Consultancy**

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1. Introduction

This Design and Access Statement has been prepared in support of a full planning application for the proposed development at 37 Grange Road, Hayes, within the London Borough of Hillingdon.

The proposal seeks permission for the conversion of the existing dwelling into two self-contained flats, together with two storey side and rear extension, loft conversion with side and rear dormers demolition of existing porch with private amenity space including parking and refuse facility.

The site lies within a Hayes Village Conservation Area, and therefore the design approach has been carefully developed in accordance with relevant local and national planning policy.

2. Site Context

2.1. Location and Surroundings

The application site is located at 37 Grange Road, Hayes, London UB3 2RP, within a well-established residential area characterized primarily by semi-detached and terraced family houses. The total site area is 272 sqm. The surrounding area is residential in character, with properties generally arranged along established streets with consistent building lines and front gardens providing off-street parking. The site lies within a Hayes Village Conservation Area, and therefore the character of the surrounding built environment is of particular importance. According to the Environment Agency Flood Map, the site lies within Flood Zone 1, which represents land at the lowest risk of flooding.

Buildings typically comprise two-storey dwellings with pitched tiled roofs, and external finishes commonly include brick and rendered façades with white uPVC windows. The wider area contains a range of local services and facilities that support the day-to-day needs of residents. The site benefits from convenient access to both local and strategic transport networks. Grange Road connects to nearby local roads including Coldharbour Lane and Uxbridge Road, which provide links to the wider road network including the A312, A40 Western Avenue and the M4 motorway.

Public transport accessibility is supported by nearby bus services operating within the surrounding area, while Southall Station, located approx. 1.3 km from the site, and Hayes & Harlington Station, located approx. 1.5 km from the site, provide Elizabeth Line services connecting to Paddington, Canary Wharf and Heathrow Airport. Uxbridge Underground Station, located approx. 4.5 km away, provides Metropolitan and Piccadilly Line services connecting to central London and surrounding areas. The site therefore occupies a sustainable residential location with access to local amenities and public transport options.

2.2. Existing Site and Accommodation

The application site currently comprises a two-storey semi-detached residential dwelling. The property features a pitched tiled roof, rendered external walls and double-glazed windows typical of surrounding residential properties. The dwelling is set back from the street with a front driveway providing off-street parking, while a private rear garden extends to the rear of the property.

3. Proposal

3.1. Amount of Development

The proposal seeks permission for the conversion of the existing dwelling into two self-contained residential flats, together with the construction of ground and first floor rear and side extensions, and loft conversion incorporating a rear and side dormer along with associated internal alterations to provide an efficient residential layout.

The proposed development will provide 2X two-bedroom self-contained flats. Flat 1 is located entirely at ground floor level, while Flat 2 is arranged as a duplex unit across the first floor and loft level of the building. The scheme has been designed to provide well-organised internal accommodation while maintaining an appropriate scale consistent with surrounding residential properties.

The proposal also includes provision for cycle storage and refuse storage within the site, together with one off-street car parking space for each flat located within the front driveway area. The amount of development has been carefully considered to optimise the use of the existing residential property while remaining consistent with the scale and character of surrounding development along Grange Road.

3.2. Layout

The internal layout has been designed to make efficient use of the existing building while providing a functional and well-organised arrangement of residential accommodation.

Flat 1 is located entirely at ground floor level, comprising a living / dining area of approx. 24.0 m², together with a kitchen, two bedrooms measuring approx. 13.8 m² and 10.0 m², a bathroom and internal storage space. The layout allows for direct access to the rear garden, providing private amenity space for residents. The total flat area is 68sqm which meets the minimum area requirement of 61 sqm for two bedroom 3 person flat at one level

Flat 2 is arranged as a duplex unit across the first floor and loft level, with a living / dining area of approx. 25.0 m², kitchen area integrated within the open plan layout and associated circulation spaces located on the first floor. The accommodation also includes two bedrooms measuring approx. 13.8 m² and 10.0 m², together with bathroom, en-suite and storage facilities. Stair access connects the first floor and loft level while maintaining a clear and efficient circulation layout.

This arrangement provides a practical layout that supports modern residential living while maintaining appropriate levels of privacy and functionality for occupants. The total flat area at two levels is 74.8 sqm which meets the minimum area requirement of 70 sqm for two bedroom 3 person flat at two level.

3.3. Scale, Design and Appearance

The proposed development has been carefully designed to reflect the scale, proportions and character of surrounding residential properties along Grange Road. The proposal involves extensions and alterations to the existing dwelling, including ground and first floor extensions and a loft conversion incorporating a rear dormer, which are consistent with the established form of development within the surrounding residential area. The site lies within a designated Conservation Area, and therefore the design has been carefully considered to preserve the character and appearance of the surrounding built environment. The proposed extension and loft design is in compliance with local policies. The overall footprint of the building remains broadly consistent with the existing arrangement, with the proposed extensions occupying a modest and subservient proportion of the site.

3.4. Car, Cycle Parking & Refuse Storage

Secured cycle storage is provided within the rear part of the site, ensuring convenient access for residents while remaining appropriately screened from the street scene. A total of four cycle parking spaces are provided, with two spaces allocated to each flat. The cycle storage areas are located within the rear garden and side access areas, allowing residents to securely store bicycles while maintaining clear pedestrian circulation along the side passage of the property.

Dedicated refuse and recycling storage facilities are also provided within the site to accommodate waste generated by the proposed residential units. The scheme includes covered bin storage located to the front of the property, with convenient access for collection services while remaining appropriately screened from the street scene.

The proposed development also provides off-street car parking spaces within the front driveway area of the property. A total of two car parking spaces are provided, one for each flat, serving the proposed development, ensuring adequate parking provision for future occupants while maintaining the existing access arrangement from Grange Road. The level of car parking provision is considered appropriate given the site's sustainable location with good access to public transport.

3.5. Amenity Space

The proposed development provides private outdoor amenity space for both residential units appropriate for a suburban residential development.

Flat 1, located at ground floor level, benefits from direct access to a private rear garden providing approx. 57.3 m² of private amenity space, allowing residents to utilise the outdoor area for recreation and domestic use.

Flat 2, arranged as a duplex unit across the first floor and loft level, is provided with private amenity space to the rear of the property, comprising approx. 58.1 m² of private amenity area, resulting in a suitable level of private amenity provision for the unit.

3.6. Access

Access to the property is provided from Grange Road, with the existing vehicular and pedestrian access retained as part of the proposed development. Pedestrian access is provided via the existing entrance from the front of the property, which leads directly to the residential accommodation. The layout has been designed to provide clear and convenient access for residents to both flats, while the side passage provides access to the rear garden areas, including cycle storage and refuse storage facilities, it also provides dedicated separate access for first floor flat.

Vehicular access remains unchanged, with the existing driveway at the front of the property providing two off-street parking spaces, serving the proposed development. This arrangement ensures convenient parking for residents while maintaining the established access arrangement from Grange Road.

In terms of wider connectivity, the site benefits from access to local public transport services within the surrounding area. Southall Station, located approx. 1.3 km from the site, and Hayes & Harlington Station, located approx. 1.5 km from the site, provide Elizabeth Line services connecting to Paddington, Canary Wharf and Heathrow Airport. Uxbridge Underground Station, located approx. 4.5 km away, provides Metropolitan and Piccadilly Line services connecting to central London and surrounding areas.

The development therefore benefits from a sustainable and accessible residential location with good access to public transport, local services and the wider road network.

4. Conclusion

The proposed development at 37 Grange Road, Hayes, London UB3 2RP represents a carefully considered residential scheme that responds positively to the scale and character of the surrounding residential environment, including the designated Conservation Area.

Overall, the scheme makes efficient use of the existing property while maintaining the established residential character of Grange Road. The development provides appropriate levels of private amenity space, off-street parking, cycle storage and refuse storage, ensuring a good standard of accommodation for future occupants while integrating comfortably within the surrounding streetscape.