

052 - 20 Church Road

Design Statement
April 2025



CONTENTS

1. Introduction
2. Site
3. Surrounding Area
4. Church Road Typology
5. Proposal
6. Refuse & Cycle Storage
7. Access & Parking
8. Landscaping & Amenity
9. Conclusion



Aerial Map



1.INTRODUCTION

This statement supports a full planning application for the conversion of the existing single-family dwelling at 20 Church Road, UB8 3NA, into 11 self-contained Houses in Multiple Occupation (HMOs), each with its own en-suite. The proposal includes the addition of a roof extension and the erection of an outbuilding at the rear to provide a shared co-working space for residents.

The scheme seeks to optimise the use of the site to provide high-quality, purpose-built rental accommodation in response to local housing needs, whilst maintaining the residential character of the area.



2. SITE

The site is a detached dwelling located in a suburban residential street near Brunel University and Hillingdon Hospital. The surrounding context comprises predominantly detached and semi-detached properties of varied styles. The site benefits from generous front and rear gardens and has existing vehicular access and parking.

The existing building is not listed and is not within a conservation area, flood zone, or subject to any Article 4 directions.



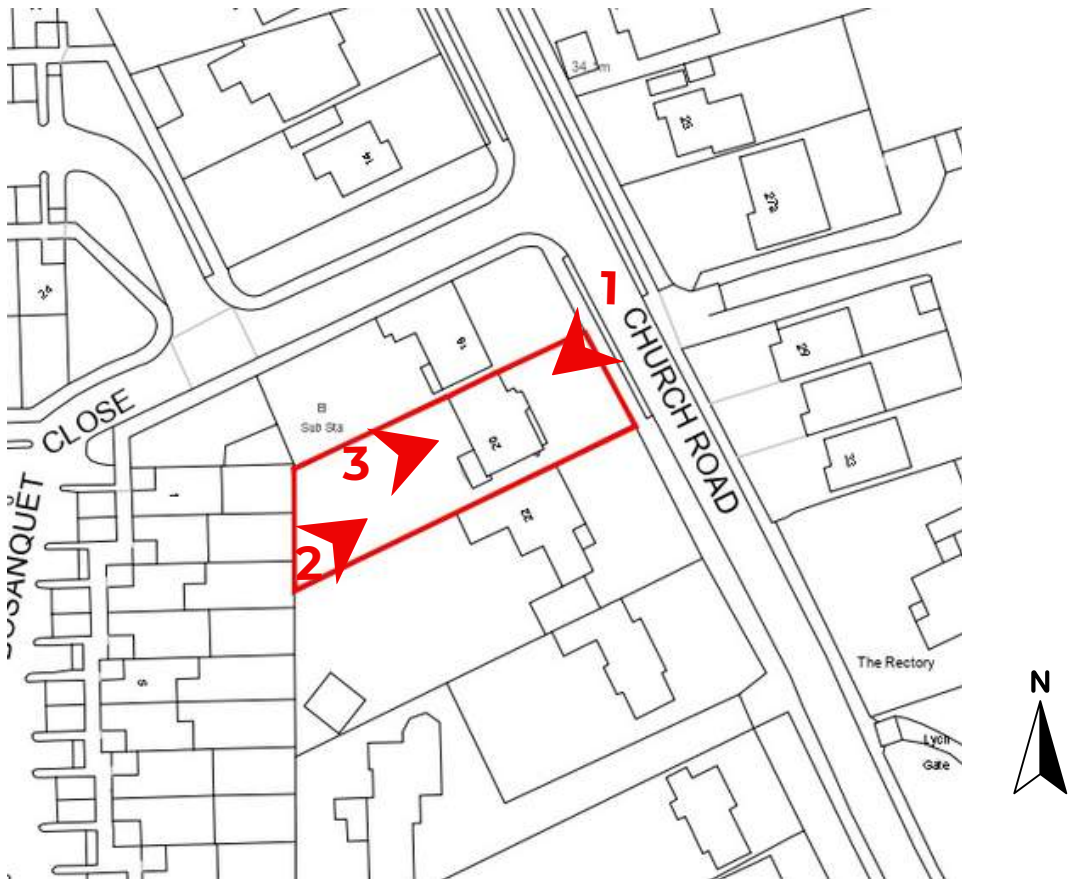
Image 1



Image 3

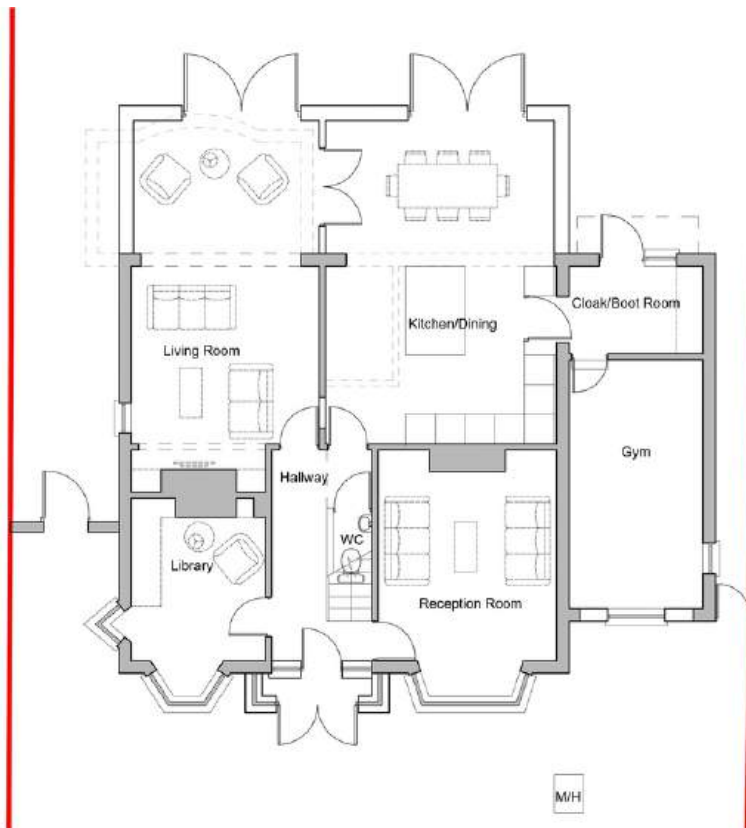


Image 2

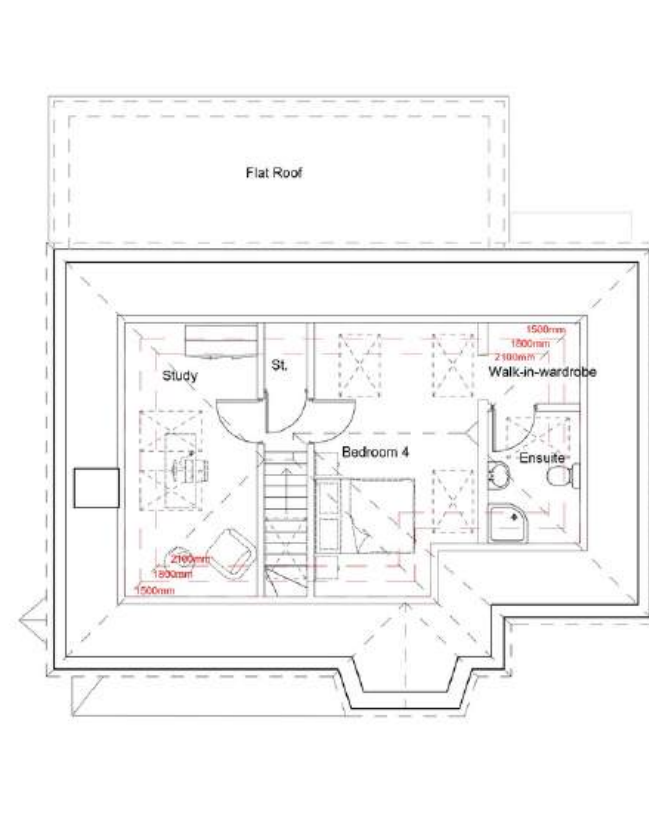


Key Plan

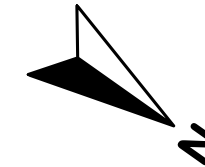
EXTERNAL SITE IMAGES



Ground Floor Plan



Second Floor Plan

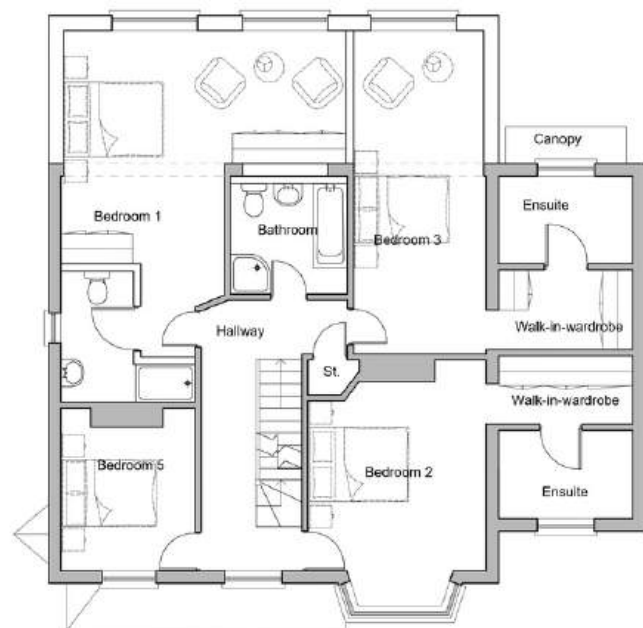


EXISTING LAYOUT

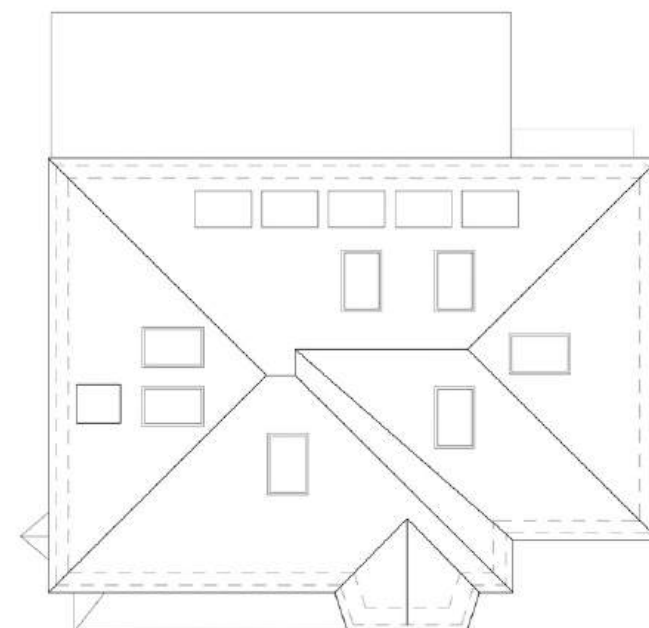
The existing layout reflects a recently approved Lawful Development Certificate (Ref: 23251/APP/2025/226), which permitted the garage conversion, a two-storey rear extension, and rooflights to serve a new second-floor level within the roof void. These works have already established an enlarged and intensified residential footprint, in line with permitted development rights and local planning policy.

The ground floor includes a large kitchen/diner, two reception rooms, gym, library, and boot room, while the first floor provides four bedrooms (three en-suite) and a family bathroom. The new top floor includes a fifth bedroom and study, with natural light via rooflights, forming fully usable and compliant living spaces.

The front driveway accommodates six vehicles, and the rear garden extends approximately 27 metres, significantly larger than typical plots in the area. Together, this illustrates that the site is well suited to support a higher residential density as proposed, without compromising amenity or character.



First Floor Plan



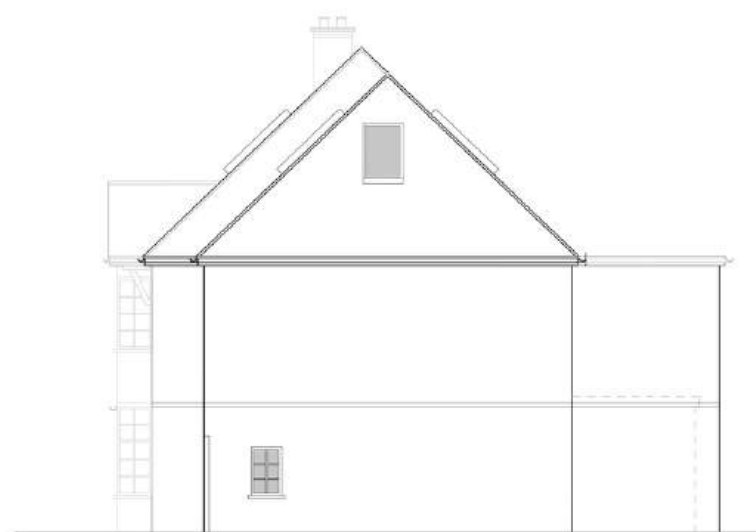
Roof Plan



Existing Front Elevation



Existing Rear Elevation



Existing Side Elevation (North)



Existing Side Elevation (South)

EXISTING ELEVATIONS

The existing property is a large detached dwelling constructed in traditional masonry, with a combination of red brick at ground floor and rendered finishes at first floor level. It features aluminium casement windows with glazing bars, contributing to a consistent and well-articulated façade. The roof is traditionally hipped and finished in brown clay tiles, typical of the suburban character of the area.

The side elevations are punctuated by small, obscure-glazed windows serving bathrooms and en-suites, minimising any potential for overlooking. To the rear, a flat roof extension sits below a sloped roof with solar panels installed, enhancing energy efficiency. Access paths are available along both flanks of the house and will be retained as part of the proposal. Architectural features such as mock Tudor timber detailing, gable ends, and chimney stacks are preserved and align with the local vernacular.



1. View south along Church Road



2. View at Junction between Peachey Lane and Church Road



3. View of Saint Laurence Church

3. SURROUNDING AREA

Church Road is a suburban residential street characterised by a mixture of detached and semi-detached properties, many of which have been extended or redeveloped to provide increased housing capacity. The local area benefits from proximity to Brunel University and Hillingdon Hospital, which generates sustained demand for high-quality rental accommodation, particularly among students, healthcare workers and young professionals.

The site at 20 Church Road lies in an accessible and well-connected location. It is within walking distance of multiple bus routes and a short cycle to Uxbridge town centre. While the area currently retains a suburban feel, there is an evident and growing trend of redevelopment toward compact, high-quality residential accommodation that better meets the demands of smaller households.



4. View west along Peachey Lane



5. View north along Church Road

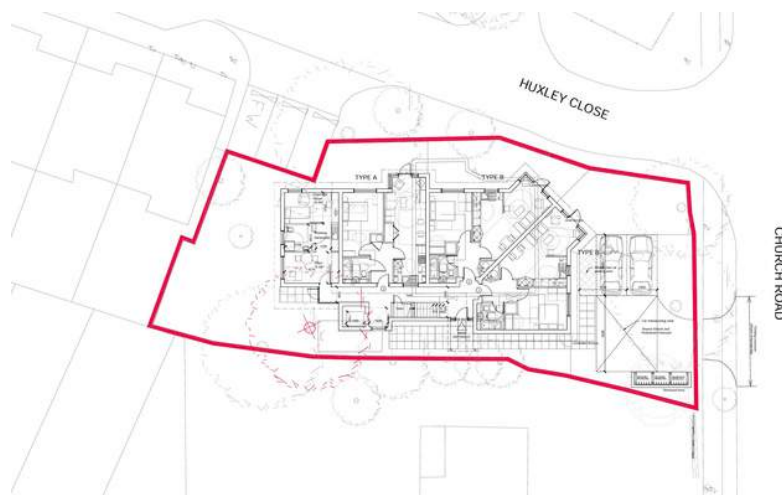


6. View south along Bosanquet Close



Key Plan of Views

SURROUNDING IMAGES



4. CHURCH ROAD TYPOLOGY

The proposal for 11 en-suite HMO rooms is a natural continuation of the pattern of development already established along Church Road and its surroundings, where the borough has consistently supported increased residential density on large suburban plots. The following approved schemes highlight a clear and growing trend:

- 6 Church Road – Redeveloped into six self-contained supported housing flats with overnight staff accommodation (Ref: 66722/APP/2013/3533), introducing a higher intensity of occupation in a residential setting.
- 21 & 23 Church Road (Overton and Ivinghoe House) – Substantial intensification through 13 flats across two residential blocks (Ref: APP/R5510/A/07/2040431), demonstrating support for flatted schemes on adjacent sites.
- 29 Bosanquet Close, UB8 3PE – Conversion of a single dwelling into two self-contained flats (Ref: 24519/APP/2021/169), reinforcing borough-wide acceptance of intensification where scale and layout allow.
- 4 Church Road – Demolition of a former care home and construction of four large family houses with rooms in the roof (Ref: 74239/APP/2018/3631), further evidencing significant redevelopment on neighbouring plots.



Collectively, these approvals reflect a clear policy direction favouring the optimisation of residential land, particularly in locations like Church Road where plots are generously sized and well-located. This proposal for 11 high-quality HMO rooms aligns fully with that precedent, delivering much-needed accommodation while remaining sensitive to local character, scale, and amenity.

5. PROPOSAL

This proposal aims to thoughtfully repurpose an existing large detached dwelling into 11 high-quality en-suite HMO units, addressing the growing demand for affordable, flexible accommodation among key workers, students, and young professionals in the borough.

Key Components:

- **Conversion of Existing Dwelling:** The property will be reconfigured to house 11 individually accessed HMO rooms, each featuring a private en-suite bathroom. The distribution includes five rooms on the ground floor, four on the first floor, and two within a newly formed second-floor roof extension.
- **Dormer Roof Extension:** A modest rear-facing dormer will be added to the roof, providing adequate headroom and natural light to the second-floor bedrooms. This extension is designed to be subordinate to the existing roof structure, maintaining harmony with the surrounding architectural context.
- **Co-Working Outbuilding:** A single-storey outbuilding at the rear of the property will serve as a communal co-working space, equipped with an open-plan studio area, kitchenette, and WC. Positioned at the end of the garden and screened from neighboring views, it offers residents a dedicated workspace, promoting well-being and productivity.
- **Parking and Cycle Storage:** The front driveway will accommodate six off-street parking spaces, anticipating low car ownership due to the site's proximity to public transport links, including Uxbridge town centre and Brunel University. Additionally, secure, covered cycle storage for 10 bicycles will be provided in the rear garden, accessible via a secure side gate.
- **Refuse and Recycling Facilities:** A dedicated refuse and recycling store with capacity for five standard wheelie bins will be located at the front of the property within an enclosed structure. This ensures easy access for residents and collection services, with management overseeing bin placement on collection days to maintain a tidy frontage.
- **Communal Living Spaces:** Residents will benefit from shared amenities, including a communal kitchen, lounge, and dining area on the ground floor, as well as an additional lounge area on the second floor. These spaces are designed to foster social interaction and community within the development.

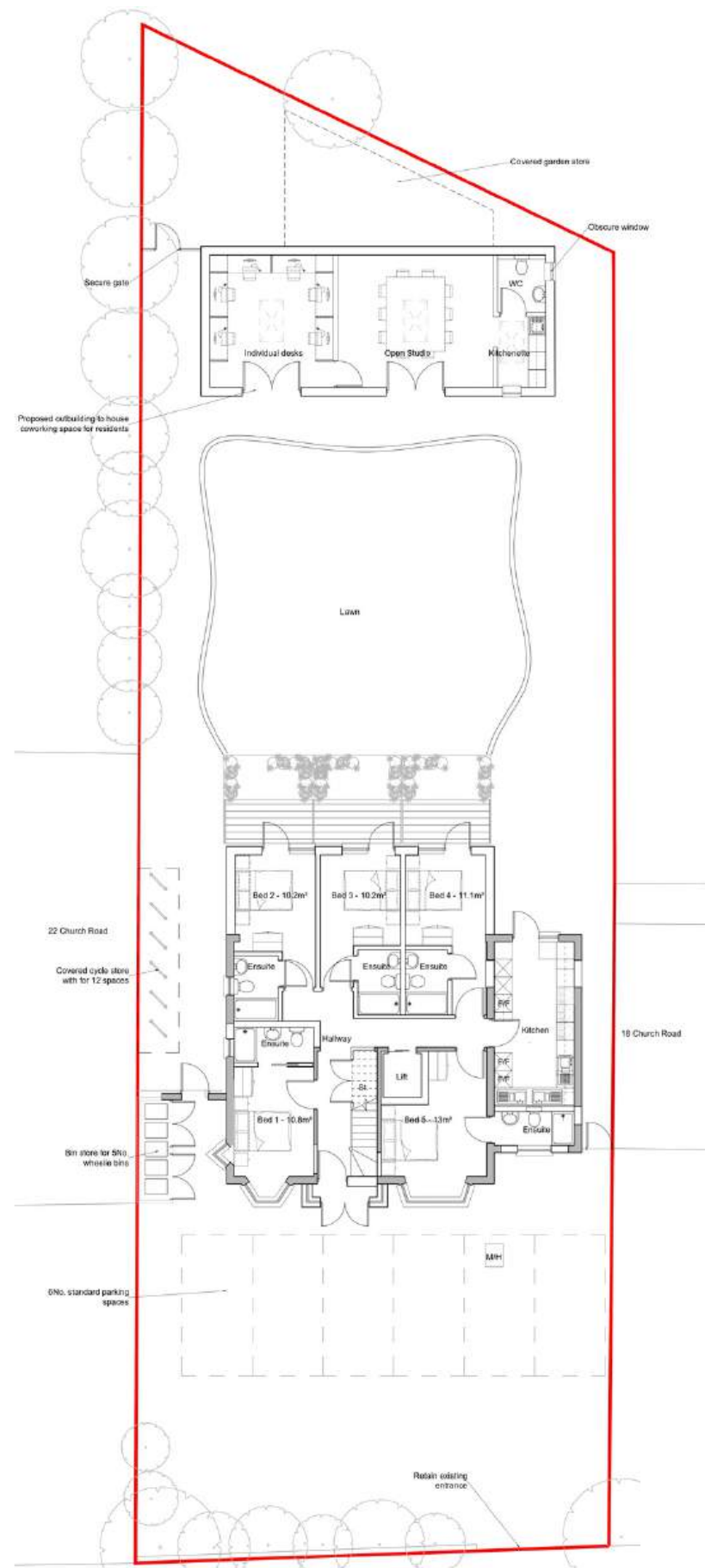
Compliance and Quality Standards:

Each of the 11 bedrooms exceeds the minimum room sizes stipulated by the London Borough of Hillingdon's HMO standards, ranging from 10.2m² to 13.0m². All rooms are designed to receive ample natural light and are equipped with spacious en-suite facilities and dedicated workspaces, reflecting the applicant's commitment to providing high-quality HMO accommodations that surpass baseline requirements.

Outdoor Amenities:

The proposal includes dedicated outdoor spaces to enhance resident amenity. Bedrooms 2, 3, and 4 will have access to private terraces at the rear, separated by privacy screens and landscaped borders to ensure a high standard of amenity and minimal disturbance from shared areas.

Overall, this development combines privacy, functionality, and communal spaces to create a high-quality co-living environment that supports modern lifestyles and aligns with the borough's housing strategies. The additions approved in the lawful development application determines the extensions are within scale and size adequate for a single residential home. Therefore the proposal retains this size and proposes additions in line with typical home extensions however includes a changes of use from a single family home to a property of self contained HMO units.



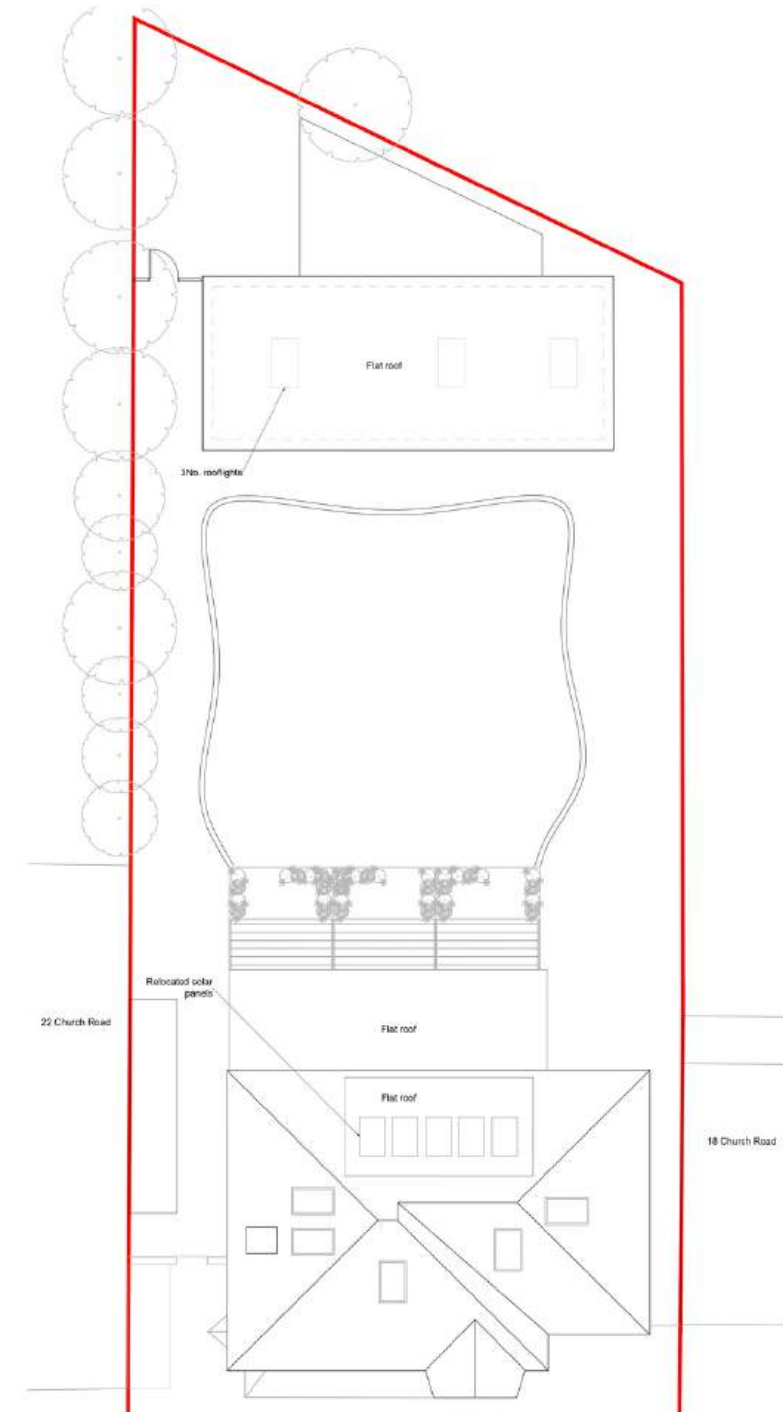
Ground Floor Plan



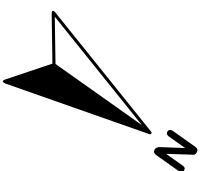
First Floor Plan



Second Floor Plan



Roof Plan



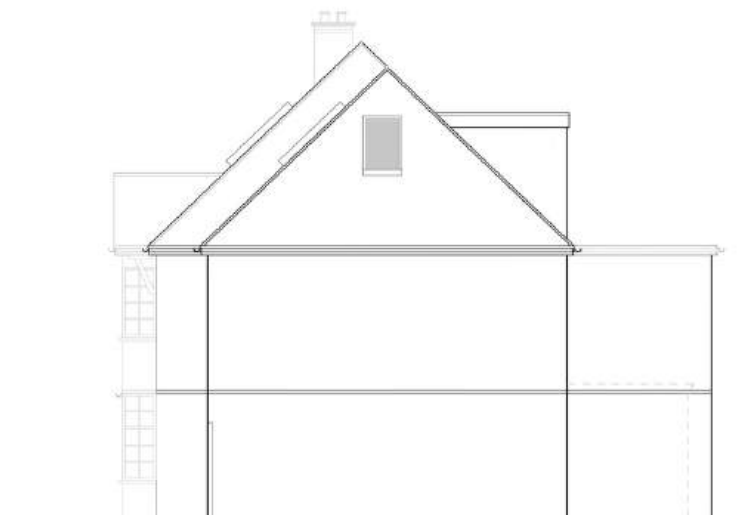
PROPOSED PLANS



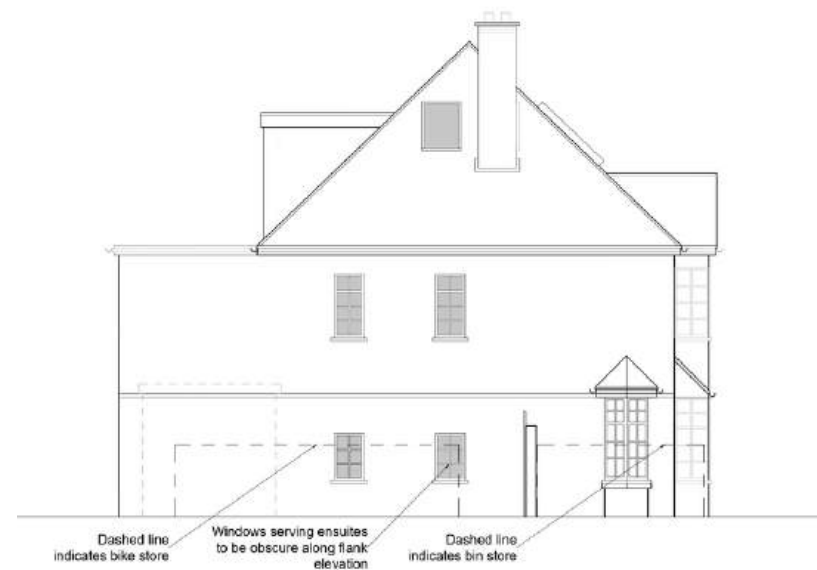
Front Elevation (East)



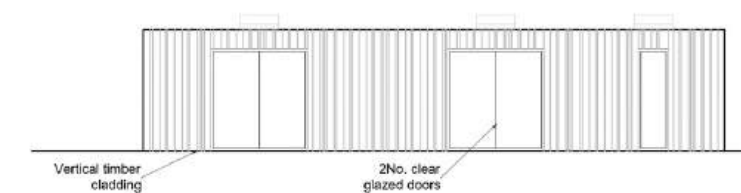
Rear Elevation (West)



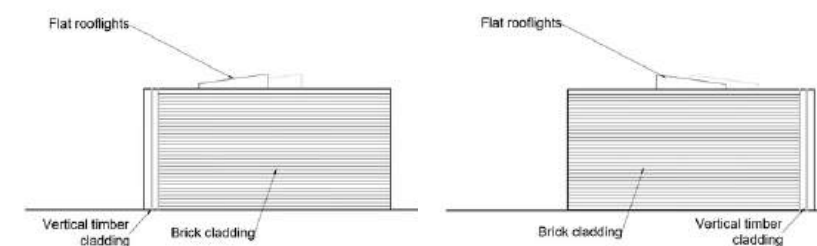
Side Elevation (North)



Side Elevation (South)



Outbuilding Front Elevation

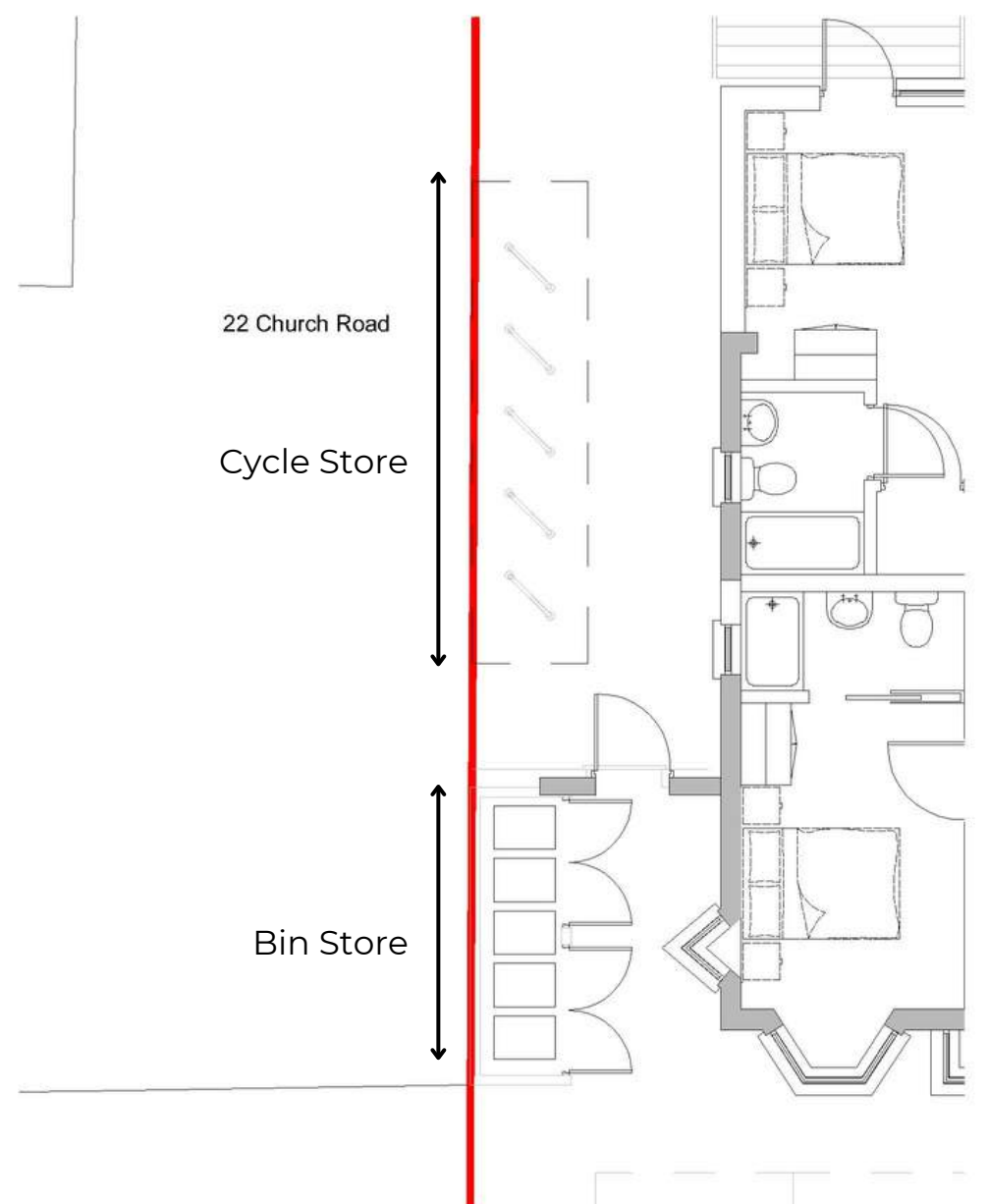


Outbuilding Side Elevations



Outbuilding Rear Elevation

PROPOSED ELEVATIONS



Provisions for bin and bikes along the southern boundary

6. REFUSE & CYCLE

A secure, covered cycle store providing 10 bike spaces is located discreetly along the side boundary of the property, easily accessible from both the front entrance and rear garden. The structure will be constructed in durable, weather-resistant timber, designed to match the existing boundary fencing for a cohesive appearance. It is accessed via a secure side pedestrian gate and screened by mature planting and boundary treatment, ensuring both security and privacy. The location allows residents to store bikes conveniently without interfering with movement or access around the site.

Refuse and recycling facilities have been carefully integrated into the overall site layout to serve 11 HMO units. The storage area accommodates five 240-litre wheelie bins—allocated for general waste, mixed recycling, and food waste—and is located at the front of the property. It is enclosed within timber screening and embedded within the soft landscaping scheme, maintaining a clean and visually appealing frontage.

The store is accessible directly from the driveway, allowing easy use by residents and collection teams. To ensure effective waste management, the landlord or managing agent will oversee bin rotation on collection days, aligning with building regulations. The enclosure is well-ventilated and provides ample separation between bins to avoid issues of odour or overcrowding.

Together, these elements contribute to a robust and well-managed servicing strategy, supporting the overall sustainability and functionality of the development.

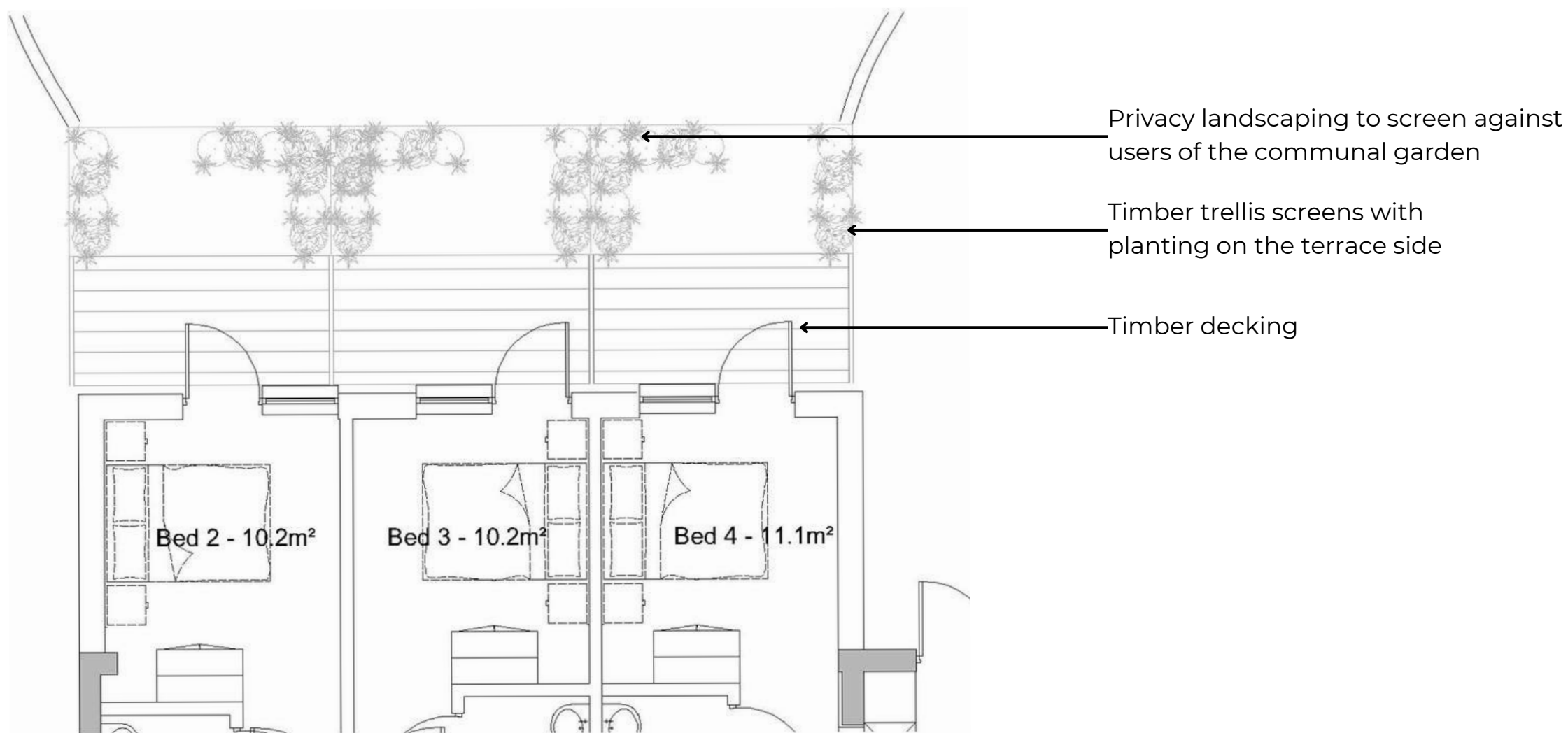
7. ACCESS AND PARKING

The proposal includes six off-street parking bays located at the front of the property, carefully arranged to optimise space and ensure safe, efficient vehicle movement in and out of the site. The layout has been sensitively designed to avoid excessive hardstanding by retaining soft landscaping and planting buffers along the front boundary. Permeable paving will be used throughout the parking area to promote natural drainage and mitigate surface water runoff.

The site remains fully accessible by car, foot, and bicycle, with the primary pedestrian access retained through the existing entrance. Residents enter a secure main door into a well-sized internal lobby, leading to a central circulation core. All 11 HMO rooms are accessed from this shared hallway. A passenger lift is incorporated into the design to ensure that all levels are accessible for users with reduced mobility, reinforcing the applicant's commitment to inclusive design and delivering high-quality living standards for all residents.

The location benefits from excellent public transport links, with multiple bus stops within walking distance providing direct connections to Uxbridge town centre, Hillingdon Hospital, and Brunel University. The inclusion of secure, covered cycle parking further promotes sustainable modes of travel and supports reduced car ownership among the target tenant group.

Overall, the access and parking strategy delivers a well-connected, inclusive, and future-proofed solution that aligns with the lifestyle needs of prospective residents while responding to borough-wide sustainability objectives.



Private Outdoor Space - Ground Floor Bedrooms

8. LANDSCAPING AND AMENITY

A key elements of this scheme is the provision of private and communal outdoor amenity for residents. Bedrooms 2, 3 and 4 on the ground floor each have direct access to private terraces, visually screened by planters and screens to maintain privacy and separation from communal garden areas.

The communal rear garden is retained as a lawned space, with a separate area allocated for the co-working outbuilding. Planting beds and screen planting provide a soft boundary to neighbouring properties, maintaining residential amenity.

The landscaping strategy prioritises privacy, biodiversity and comfort, with new planting proposed along the rear and side boundaries. All outdoor surfaces are permeable to reduce surface water runoff.

9. CONCLUSION

This proposal represents a carefully considered and well-balanced redevelopment of a generous residential plot, providing 11 high-quality HMO units that respond directly to the growing demand for flexible, affordable and well-managed accommodation within the borough. The scheme offers an innovative housing solution that supports single occupiers — such as students, NHS staff, and early-career professionals. The proposal does not increase the mass or scale of the building outside what you would expect a single detached dwelling of this size in this location to be.

The development has been designed to a high internal specification, with all rooms exceeding minimum space standards, offering en-suite bathrooms, built-in workspaces, and access to shared kitchen, dining and living areas. The inclusion of a dedicated co-working outbuilding at the rear of the site provides additional functionality and flexibility, enabling remote working and fostering a sense of community among residents.

External amenity has been carefully planned, with a mix of private terraces for Bedrooms 2, 3 and 4, and a landscaped communal garden for all residents, alongside cycle parking and secure refuse storage. The proposal strikes a balance between private living and social spaces, ensuring it is not only functional but supports wellbeing.

The scheme demonstrates a sensitive approach to intensification, respecting the scale, rhythm and character of the surrounding suburban context. The roof extension is modest in size and carefully integrated into the existing roofline, while the outbuilding is discreet and subordinate in scale. The layout minimises overlooking and ensures that neighbouring amenity is preserved.

Overall, the proposal makes efficient use of previously underutilised space, providing sustainable and much-needed housing within a borough that continues to face affordability pressures. It does so without compromising on design quality or local character, and we believe it will contribute positively to both the street and the wider area.

35 Grange Avenue
Stanmore
HA7 2JA
www.ridearchitects.com

RIDE
ARCHITECTS