

PLANNING STATEMENT
DESIGN AND ACCESS STATEMENT

SITE:

73 Keith Rd,
Hayes
UB3 4HP

Proposal:

Proposed double storey side extension,
part single storey/part double
storey rear extension following
the demolition of the existing garage
to facilitate the creation of 1 no.
two-bedroom self-contained dwelling.

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Proposed Development

Proposed double storey side extension and part single storey/part double storey rear extension following the demolition of the existing garage to facilitate the creation of 1 No. two-bedroom self-contained dwelling together with associated landscaping, refuse and cycle storage.

1. INTRODUCTION

This Planning Statement and Design & Access Statement has been prepared in support of the planning application submitted to the **London Borough of Hillingdon** for the redevelopment of **73 Keith Road, Hayes UB3 4HP**.

The proposal seeks planning permission for the demolition of the existing detached garage together with the construction of a sensitively designed double storey side extension and part single storey/part double storey rear extension to create **one additional two-bedroom self-contained dwelling**, whilst retaining the existing dwelling.

The proposal has been carefully designed following a comprehensive assessment of the site, its surroundings, neighbouring properties and the Council's adopted planning policies.

The application represents a sustainable form of residential intensification which makes efficient use of previously developed residential land in an area with excellent public transport accessibility and access to employment, education, retail and community facilities.

The proposal responds directly to both national and local planning objectives to increase housing delivery, optimise site capacity and promote high quality residential design.

2. SITE DESCRIPTION

The application site comprises an existing two-storey semi-detached dwelling located within an established residential area on Keith Road in Hayes.

The property benefits from an exceptionally wide side plot currently occupied by an existing detached garage together with a substantial rear garden.

The surrounding area is characterised by two-storey semi-detached and detached dwellings, many of which have been substantially extended over recent years through side extensions, rear extensions, loft conversions and replacement dwellings.

The site benefits from excellent accessibility and is located within walking distance of:

- Hayes Town Centre
- Hayes & Harlington Elizabeth Line Station
- Numerous bus routes
- Local schools
- Healthcare facilities
- Open spaces
- Local shopping facilities
- Employment areas

The application site therefore occupies one of the Borough's most sustainable residential locations.

3. THE PROPOSAL

The proposal comprises:

- Demolition of the existing detached garage.
- Construction of a double storey side extension.
- Construction of a part single storey and part double storey rear extension.
- Formation of one additional two-bedroom self-contained dwelling.
- Retention of the existing dwelling.
- Provision of private rear gardens.
- Refuse and recycling storage.
- Secure cycle storage.

- Off-street parking.
- Soft landscaping.

The proposed development has been designed to integrate seamlessly into the existing street scene whilst significantly improving the efficient use of the site.

4. NEED FOR HOUSING

The London Borough of Hillingdon continues to experience significant pressure to deliver new homes.

The National Planning Policy Framework places substantial weight upon significantly boosting the supply of housing and encourages local authorities to optimise the development potential of suitable urban sites.

The London Plan similarly identifies small residential developments as an essential source of future housing delivery throughout Greater London.

The application site represents precisely the type of sustainable urban location where additional housing should be encouraged.

The proposal will deliver an additional high-quality family dwelling without requiring development on Green Belt land or other environmentally sensitive locations.

This represents sustainable development in accordance with the fundamental objectives of the planning system.

5. PRINCIPLE OF DEVELOPMENT

The principle of residential development is firmly established.

The application site already forms part of an established residential area.

The proposal simply makes more efficient use of an existing residential curtilage through the provision of one additional family dwelling.

National planning policy actively encourages this form of development where it can be achieved without unacceptable impacts.

The proposal represents sustainable urban intensification rather than urban sprawl.

The development optimises an under-utilised residential plot whilst preserving the established residential character of the area.

6. PRECEDENT DEVELOPMENTS

The London Borough of Hillingdon has consistently supported similar forms of development where proposals have demonstrated high quality design and protected neighbouring residential amenity.

Recent planning permissions include:

- **Application Ref: 42412/APP/2024/70 – 59 St Mary's Road, Hayes**

This application involved the creation of an additional residential dwelling within an existing residential plot and demonstrates the Council's support for sustainable residential intensification.

- **Application Ref: 11775/APP/2023/474 – 25 Sipson Lane, Harlington**

Planning permission was granted for an additional dwelling within an established residential area where the proposal respected neighbouring properties and local character.

These recent approvals clearly demonstrate that the Council accepts well-designed residential redevelopment where proposals satisfy adopted planning policies.

The current proposal follows the same planning principles and is fully consistent with these recent planning decisions.

7. DESIGN CONCEPT

The architectural design has evolved from a detailed appraisal of the surrounding built environment.

The proposal has been designed to appear as a natural continuation of the existing dwelling rather than an isolated addition.

The scale, proportions, roof design, ridge heights, window proportions, materials and detailing all reflect the established character of Keith Road.

Matching facing brickwork, roof tiles, windows and architectural detailing will ensure the completed development integrates successfully within the surrounding streetscape.

The proposal enhances rather than detracts from the appearance of the existing property.

8. STREET SCENE

Keith Road displays a varied architectural character.

Numerous dwellings have been extended through side extensions, rear additions, loft conversions and replacement buildings.

The proposed development reflects this evolving residential character.

The proposal respects:

- Existing building line
- Established roof heights
- Traditional building proportions
- Scale of neighbouring properties
- Plot rhythm
- Urban grain

The development therefore preserves the visual character of the street scene.

9. IMPACT UPON NEIGHBOURING AMENITY

A detailed assessment has been undertaken regarding neighbouring residential amenity.

The proposal has been carefully designed to ensure neighbouring occupiers continue to enjoy acceptable living conditions.

There will be no unacceptable:

- Loss of daylight
- Loss of sunlight

- Overbearing impact
- Loss of outlook
- Loss of privacy
- Noise impact
- Sense of enclosure

The development therefore fully satisfies the residential amenity objectives of the Hillingdon Local Plan.

10. DAYLIGHT AND SUNLIGHT

The proposed extensions have been assessed against the Council's Residential Layout guidance.

The proposal satisfies the recognised **45 Degree Rule** used by the London Borough of Hillingdon when assessing residential extensions.

The proposal will not result in material overshadowing of neighbouring habitable rooms or gardens.

Adequate levels of daylight and sunlight will continue to be available to adjoining occupiers.

11. PRIVACY

Window positioning has been carefully considered.

No direct overlooking is created between habitable room windows.

Private rear gardens remain adequately protected.

Appropriate separation distances are maintained throughout the development.

Residential privacy therefore remains fully protected.

12. PRIVATE AMENITY SPACE

One of the principal strengths of the proposal is the exceptionally generous rear garden.

Both dwellings will benefit from substantial private external amenity space significantly exceeding the Council's minimum expectations.

Future occupants will enjoy high quality outdoor living space suitable for family occupation.

The proposal therefore fully complies with Policy DMHB 18.

13. TRANSPORT AND ACCESSIBILITY

The application site at 73 Keith Road, Hayes, UB3 4HP is located within Hayes Town and benefits from a Public Transport Accessibility Level (PTAL) of 4, being in close proximity to Hayes & Harlington Station. Given the site's accessibility to public transport, no on-site parking is proposed.

The application site benefits from an excellent Public Transport Accessibility Level (PTAL).

Future occupants will have immediate access to sustainable transport including:

- Elizabeth Line services from Hayes & Harlington Station.
- Frequent Transport for London bus services.
- Walking routes.
- Cycling routes.
- Local shopping.
- Schools.
- Healthcare.
- Employment opportunities.

The proposal therefore supports sustainable travel and reduces reliance upon private vehicles.

14. ACCESS

The existing dropped kerb is to be reinstated as required, and the vehicular access/driveway is to be resurfaced with a suitable hard-wearing finish.

Safe pedestrian access is retained.

Vehicle access remains appropriate.

The development incorporates suitable refuse storage, cycle storage and private entrances.

The proposal has been designed in accordance with inclusive design principles promoted by the London Plan.

15. LANDSCAPING

The proposal retains substantial soft landscaping.

The generous rear gardens continue to provide opportunities for planting, biodiversity enhancement and sustainable drainage.

The proposal therefore contributes positively towards environmental quality.

16. PLANNING POLICY

National Planning Policy Framework

The proposal complies with:

- Section 2 – Achieving Sustainable Development.
- Section 5 – Delivering a Sufficient Supply of Homes.
- Section 9 – Promoting Sustainable Transport.
- Section 11 – Making Effective Use of Land.
- Section 12 – Achieving Well Designed Places.

The proposal clearly represents sustainable development as defined by the Framework.

London Plan (2021)

The proposal accords with:

- Policy GG2 – Making the Best Use of Land.
- Policy D3 – Optimising Site Capacity.
- Policy D4 – Delivering Good Design.
- Policy D6 – Housing Quality.
- Policy D7 – Accessible Housing.
- Policy H1 – Increasing Housing Supply.
- Policy H2 – Small Sites.
- Policy T4 – Assessing Transport Impacts.
- Policy T6 – Car Parking.

The proposal represents an excellent example of sustainable small site redevelopment.

Hillingdon Local Plan Part One

The proposal supports the strategic objectives relating to sustainable growth, housing delivery and high quality design.

Hillingdon Local Plan Part Two

The proposal complies with:

- DMHB 11 – Design of New Development.
- DMHB 12 – Streets and Public Realm.
- DMHB 16 – Residential Extensions.
- DMHB 18 – Private Outdoor Amenity Space.
- DMHD 1 – Alterations and Extensions.
- DMHD 2 – Residential Layouts.
- DMCI 7 – Residential Density.
- DMT 1 – Managing Transport Impacts.
- DMT 2 – Highways Impacts.

- DMEI 9 – Flood Risk Management (where applicable).

Hillingdon Residential Layout SPD

The proposal has been designed having regard to the Council's Residential Layout Supplementary Planning Document.

The development achieves:

- Appropriate separation distances.
- Excellent outlook.
- Good natural daylight.
- Good internal accommodation.
- Generous private amenity space.
- Appropriate parking provision.
- High quality design.
- Protection of neighbouring residential amenity.

17. PLANNING BALANCE

The proposal delivers numerous public benefits.

These include:

- Delivery of an additional family dwelling.
- Efficient use of previously developed land.
- Excellent sustainable location.
- High PTAL accessibility.
- Reduced reliance upon private vehicles.
- High quality architecture.
- Excellent residential accommodation.
- Large private gardens.
- Protection of neighbouring amenity.

- No harmful overlooking.
- No unacceptable overshadowing.
- Compliance with the Council's 45 Degree Rule.
- Preservation of local character.
- Contribution towards Borough housing targets.
- Support for national housing objectives.

There are no adverse planning impacts that would significantly and demonstrably outweigh these substantial benefits.

18. CONCLUSION

The proposed development has been carefully designed following detailed consideration of the site context, surrounding residential character and the planning policy framework.

The proposal successfully optimises an under-utilised residential plot by delivering an additional high-quality two-bedroom dwelling within one of the Borough's most sustainable residential locations. The design respects the established character of Keith Road through its scale, proportions, architectural detailing and choice of materials, ensuring that the development integrates harmoniously with the surrounding street scene.

The proposal safeguards neighbouring residential amenity by maintaining acceptable levels of daylight, sunlight, privacy and outlook. It complies with the Council's 45-degree guideline, provides generous private amenity space for both dwellings and will not give rise to any unacceptable overbearing or overshadowing impacts.

The development is fully consistent with the objectives of the National Planning Policy Framework, the London Plan (2021), the Hillingdon Local Plan and the Hillingdon Residential Layout Supplementary Planning Document. It also reflects the Council's approach in granting permission for comparable developments, including application references **42412/APP/2024/70 (59 St Mary's Road, Hayes)** and **11775/APP/2023/474 (25 Sipson Lane, Harlington)**.

Overall, the proposal represents sustainable, well-designed and policy-compliant development that will make a positive contribution towards meeting

Hillingdon's housing needs while preserving the character and amenity of the surrounding area.

For these reasons, it is respectfully submitted that the proposal accords with the Development Plan when read as a whole, and planning permission is therefore sought.

19. Planning Policy Compliance Table

The proposed development has been assessed against the National Planning Policy Framework (NPPF), the London Plan (2021), the Hillingdon Local Plan (Parts 1 & 2) and the Hillingdon Residential Layout Supplementary Planning Document.

Policy	Requirement	Compliance
NPPF Chapter 2	Achieving Sustainable Development	✓ The proposal delivers sustainable residential development within an established urban area.
NPPF Chapter 5	Delivering a sufficient supply of homes	✓ Provides an additional family dwelling contributing towards the Borough's housing requirement.
NPPF Chapter 9	Sustainable Transport	✓ Excellent access to the Elizabeth Line, bus services, cycle routes and local facilities significantly reduces reliance on private vehicles.
NPPF Chapter 11	Effective Use of Land	✓ Makes efficient use of an under-utilised residential plot without harming neighbouring amenity.
NPPF Chapter 12	Well Designed Places	✓ High quality architecture respecting local character and context.
London Plan Policy GG2	Making Best Use of Land	✓ Optimises residential land within a sustainable urban location.
London Plan Policy D3	Optimising Site Capacity	✓ Appropriate density considering the site's context, accessibility and surrounding development.

London Plan Policy D4	Good Design	✓ High quality design integrating with the existing streetscape.
London Plan Policy D6	Housing Quality	✓ High quality internal accommodation with good daylight and outlook.
London Plan Policy H1	Increasing Housing Supply	✓ Delivers an additional residential unit in accordance with strategic housing objectives.
London Plan Policy H2	Small Sites	✓ Supports small site intensification within established residential neighbourhoods.
London Plan Policy T6	Car Parking	✓ No on-site parking is proposed, having regard to the site's PTAL 4 accessibility and proximity to Hayes & Harlington Station.
DMHB 11	Design of New Development	✓ Proposal complements surrounding architecture and townscape.
DMHB 12	Streets and Public Realm	✓ Preserves the character of Keith Road.
DMHB 16	Residential Extensions	✓ Extension is subordinate, proportionate and sympathetic to the host dwelling.
DMHB 18	Private Amenity Space	✓ Both dwellings retain generous private gardens significantly exceeding minimum standards.
DMHD 1	Alterations and Extensions	✓ No adverse visual impact or unacceptable neighbour impacts.
DMHD 2	Residential Layout	✓ Excellent internal layout, privacy and outlook.
DMT1 & DMT2	Transport & Highway Safety	✓ No unacceptable transport or highway impacts are anticipated.

20. National Planning Policy Framework Assessment

The proposal delivers sustainable development as defined by Paragraph 8 of the National Planning Policy Framework through its economic, social and environmental objectives.

Economically, the proposal contributes to the local construction industry and increases the Borough's housing stock.

Socially, it provides an additional high-quality family home within a sustainable location close to employment, schools, healthcare and public transport.

Environmentally, the proposal makes efficient use of previously developed residential land, thereby reducing pressure for development on Green Belt or undeveloped sites.

The proposal also accords with Paragraphs 60 to 69 of the NPPF, which place significant emphasis on increasing the supply of homes through the efficient use of suitable urban land.

21. Residential Accommodation Assessment

The proposed dwelling has been designed to meet or exceed the standards contained within the London Plan Housing Design Standards.

The dwelling provides:

- Spacious open-plan kitchen/living accommodation.
- Two well-proportioned bedrooms.
- Adequate circulation space.
- Excellent natural daylight.
- Dual aspect where possible.
- Good outlook.
- Private external amenity space.
- Secure refuse storage.
- Secure cycle storage.

The dwelling therefore provides a high quality living environment suitable for long-term occupation.

22. Internal Space Standards

The proposed dwelling has been designed in accordance with Policy D6 of the London Plan.

The anticipated Gross Internal Area (GIA) comfortably exceeds the minimum Nationally Described Space Standards for a two-bedroom dwelling.

Future occupants will benefit from:

- Adequate storage.
 - Functional room layouts.
 - Comfortable ceiling heights.
 - Good furniture layouts.
 - Excellent circulation.
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23. External Amenity Space Assessment

Unlike many urban infill developments, this proposal benefits from an exceptionally large residential plot.

Both dwellings retain generous private rear gardens significantly larger than the Council's recommended minimum standards.

The gardens provide:

- Private recreation space.
- Children's play opportunities.
- Landscaping opportunities.
- Biodiversity enhancement.
- Sustainable drainage opportunities.

The proposal therefore substantially exceeds the Council's expectations regarding private amenity provision.

24. Public Transport Accessibility (PTAL)

The application site occupies a highly sustainable location within Hayes.

The site benefits from exceptional accessibility to public transport infrastructure including:

- Hayes & Harlington Elizabeth Line Station.
- Great Western Railway services.
- Numerous Transport for London bus routes.
- Cycle infrastructure.
- Safe pedestrian routes.

Residents will have excellent access to Central London, Heathrow Airport, Reading, Slough and the wider London transport network.

The site therefore achieves a high Public Transport Accessibility Level (PTAL), making it highly appropriate for additional residential development.

This accords directly with London Plan Policy GG2 and Policy H2, which encourage residential intensification in highly accessible urban locations.

25. Parking Assessment

No on-site parking is proposed.

Given the site's excellent accessibility and proximity to public transport, future occupants will have realistic alternatives to private car ownership.

The proposal therefore represents sustainable development whilst maintaining adequate parking provision.

26. Refuse and Recycling

Adequate refuse and recycling storage is provided for both dwellings.

The refuse area has been positioned for convenient collection whilst minimising visual impact upon the street scene.

This accords with Hillingdon design guidance.

27. Cycle Storage

Secure covered cycle storage is provided for both dwellings.

This encourages sustainable travel and accords with London Plan Policy T5.

28. Accessibility

The proposal has been designed to create safe and convenient access for all users.

Clear pedestrian routes are provided throughout the site.

The entrances are easily identifiable and provide convenient access from the public highway.

The proposal supports inclusive design principles contained within the London Plan.

29. Residential Amenity Assessment

A detailed assessment has been undertaken regarding the proposal's impact upon neighbouring occupiers.

Privacy

No unacceptable overlooking is created.

Window locations have been carefully designed to avoid direct overlooking of neighbouring habitable room windows and private gardens.

Privacy is therefore fully maintained.

Outlook

The proposed extensions respect neighbouring outlook.

The extensions remain proportionate to the host dwelling and maintain adequate spacing between buildings.

Future occupants of neighbouring properties will continue to enjoy acceptable outlook.

Overbearing Impact

The proposal has been designed to avoid creating any unacceptable sense of enclosure.

The massing remains proportionate and appropriate to the size of the plot.

No neighbouring property experiences an overbearing relationship.

Daylight and Sunlight

The proposal has been assessed against the Council's recognised 45 Degree Rule.

The development remains outside the critical 45-degree line when measured from neighbouring habitable room windows.

Consequently:

- No unacceptable daylight loss.
- No unacceptable sunlight loss.
- No material overshadowing.
- No unacceptable loss of outlook.

The proposal therefore satisfies the Council's residential design guidance.

30. Character and Appearance

Keith Road displays considerable architectural variety.

The street includes:

- Side extensions.
- Rear extensions.
- Loft conversions.
- Replacement dwellings.
- Modernised facades.

The proposal reflects this established pattern of development.

The architectural detailing, roof form, fenestration and external materials ensure the proposal integrates successfully with surrounding development.

The proposal therefore preserves and enhances the visual character of the street.

31. Sustainable Design

The development incorporates sustainable design principles through:

- Efficient use of existing residential land.
- Excellent access to public transport.
- Opportunities for electric vehicle charging.
- Secure cycle parking.
- Sustainable drainage where appropriate.
- Landscaping.
- Energy-efficient construction.
- Modern insulation standards.

The proposal therefore supports the environmental objectives of both the London Plan and the National Planning Policy Framework.

32. Planning Precedent Analysis

The London Borough of Hillingdon has consistently supported proposals that optimise residential plots to deliver additional dwellings where the design protects neighbouring amenity and preserves local character.

The following recent planning permissions are particularly relevant.

42412/APP/2024/70 – 59 St Mary's Road, Hayes

The Council approved the redevelopment of an existing residential plot to create additional residential accommodation.

In reaching its decision, the Council concluded that the proposal respected neighbouring amenity, maintained acceptable design standards and contributed positively towards the Borough's housing supply.

The current proposal follows the same planning principles.

11775/APP/2023/474 – 25 Sipson Lane, Harlington

Planning permission was granted for an additional residential dwelling within an established residential area.

The Council accepted that residential intensification was appropriate where high quality accommodation was delivered without causing unacceptable planning harm.

The current proposal achieves the same planning objectives.

Both decisions demonstrate a clear and consistent approach by the London Borough of Hillingdon in supporting sustainable residential intensification where proposals comply with adopted planning policy.

The current proposal is directly comparable and should therefore be afforded similar positive weight.

33. Overall Planning Balance

The proposal provides significant public benefits that substantially outweigh any limited impacts.

These benefits include:

- Delivery of an additional high-quality family dwelling.
- Efficient use of previously developed residential land.
- Excellent sustainable location.
- High PTAL accessibility.
- Contribution towards Hillingdon's housing targets.
- High quality architecture.

- Preservation of local character.
 - Excellent private amenity space.
 - No harmful overlooking.
 - No unacceptable overshadowing.
 - Compliance with the Council's 45-degree guidance.
 - No unacceptable transport impacts.
 - Sustainable transport opportunities.
 - Improved residential choice within the Borough.
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34. Conclusion

The proposed development represents a carefully considered and policy-compliant form of residential intensification that responds positively to both national and local planning objectives. It makes efficient use of a generous residential plot in a highly sustainable location while preserving the established character of Keith Road and protecting the amenities of neighbouring occupiers.

The scheme will deliver an additional high-quality two-bedroom dwelling with excellent internal accommodation, generous private amenity space, secure cycle and refuse storage, and convenient access to public transport. The design respects the scale, massing and architectural character of the surrounding area, complies with the Council's 45-degree guideline, and avoids unacceptable impacts relating to privacy, daylight, sunlight, outlook or overshadowing.

The proposal is fully aligned with the National Planning Policy Framework, the London Plan (2021), the Hillingdon Local Plan and the Hillingdon Residential Layout Supplementary Planning Document. It is also consistent with recent planning permissions granted by the London Borough of Hillingdon for comparable forms of residential intensification.

Having regard to the development plan as a whole and all other material planning considerations, the proposal constitutes sustainable development and should be supported. It is therefore respectfully requested that planning permission be granted.