

## **DESIGN & ACCESS STATEMENT**

In support of planning application for the proposed

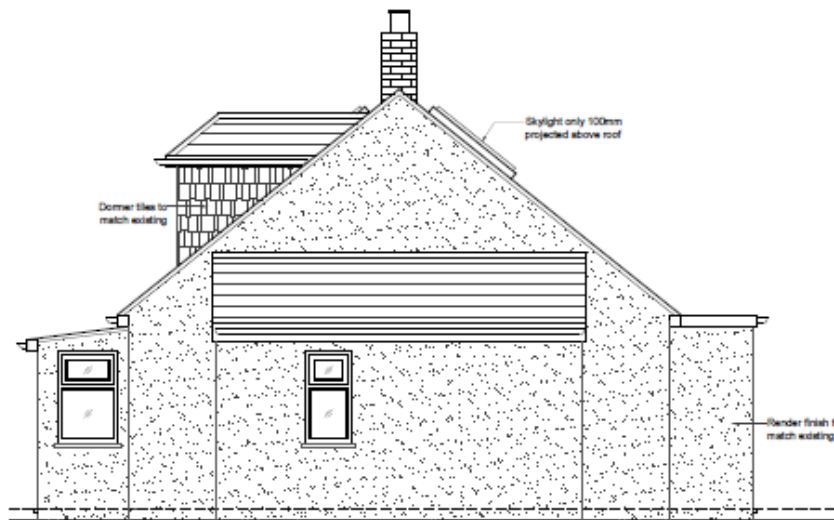
**PROPOSAL TO CONVERT THE EXISTING SINGLE-STOREY BUNGALOW INTO TWO SELF-CONTAINED DWELLINGS – ONE 3-BEDROOM (6-PERSON) UNIT AND ONE 1-BEDROOM (2-PERSON) UNIT – INCLUDING A LOFT CONVERSION, FRONT DORMERS, AND A REAR EXTENSION.**

*at 70 West Drayton Road, Uxbridge, UB8 3LA*

Prepared by

**Design Endeavour Ltd.**

16-Oct-25



## 1. Introduction

### 1.1. Scope of Application

This Design and Access Statement is provided in support of a full planning application for the proposed development at 70 West Drayton Road, Uxbridge, UB8 3LA. The proposed scheme is a resubmission based on the pre-planning advice. Proposal involves a loft conversion and a rear extension to the existing building, resulting in the creation of two new residential dwellings. Each new dwelling will provide self-contained accommodation designed for modern family living. This statement outlines the design principles and considerations for this application, demonstrating its alignment with relevant planning policies and guidelines.



Fig. 1 OS Map of the proposed site

## 2. Context

### 2.1. Site context & location

The application site at 70 West Drayton Road, Uxbridge, UB8 3LA, lies within a well-established residential neighborhood in the London Borough of Hillingdon. The locality is characterized by a mixture of detached, semi-detached, and single storey bungalows, predominantly dating from the early to mid-20th century. Architectural styles are varied yet complementary, with traditional brick façades, pitched tiled roofs, and front gardens contributing to a cohesive suburban streetscape. Several properties along West Drayton Road have undergone modernization or modest extensions, reflecting a gradual process of residential enhancement within an urban setting.

The site benefits from decent accessibility to public transport. West Drayton Road is served by bus routes providing links to Uxbridge town center, West Drayton, and surrounding districts. Uxbridge Underground Station, located approximately 3 km to the north, offers Metropolitan and Piccadilly Line services into Central London. In addition, West Drayton Station, situated approximately 2.5 km to the south, now forms part of the Elizabeth Line (Crossrail) network, offering direct and frequent services to Heathrow Airport, Paddington, Central London, and Canary Wharf.

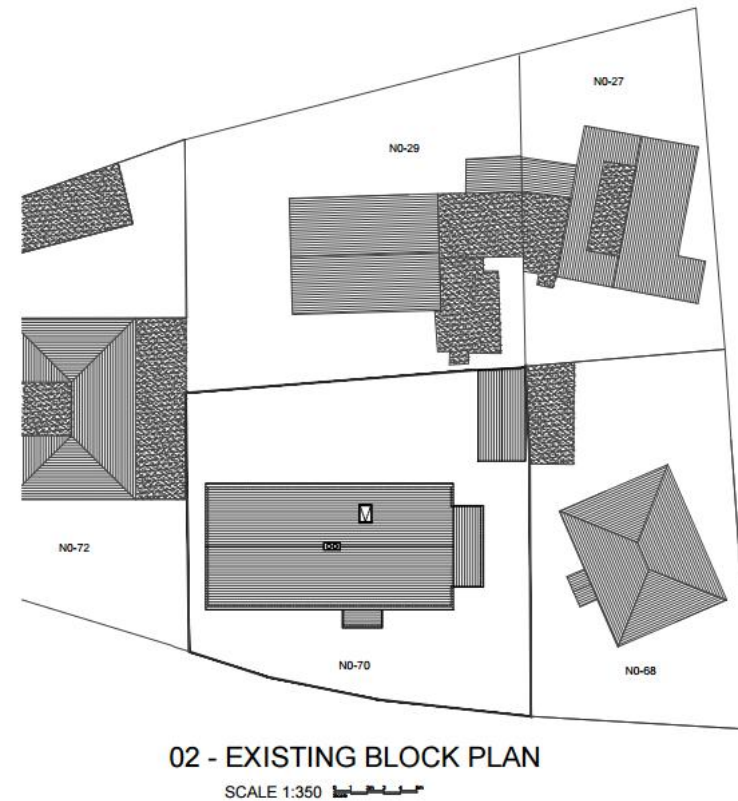


Fig. 2 Existing block plan of the site in context.

## 2.2. Existing Building Layout

The surrounding area at West Drayton Road, Uxbridge, UB8 3LA, comprises a mix of detached and semi-detached residential properties. The dwellings along this stretch are primarily single storey bungalows with render facades, pitched roofs. The street has a uniform residential aesthetic, with front gardens, driveways, and low boundary walls. Most of the properties have been extended with roof conversion and extensions are normal feature.

The dwelling is a single-storey detached bungalow featuring a pitched roof and rendered exterior walls, creating a clean and simple aesthetic. Symmetrical white-framed windows enhance its modern yet traditional appearance, while a low brick wall with hedging encloses the front, balancing privacy and openness. A block-paved driveway provides off-street parking for 2-3 vehicles and leads to an extended side structure, possibly a garage. Pedestrian access is facilitated by a gated entryway along the low wall, with an assumed well-integrated

pathway to the entrance.

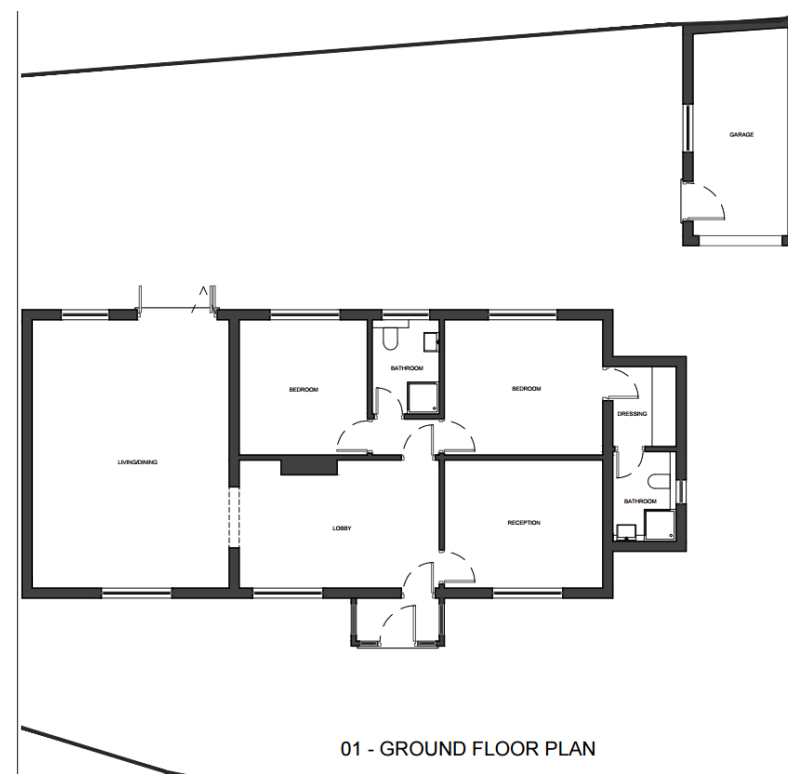


Fig. 3 Floor Plans of the ground floor of the existing building.



Fig. 4 Elevation drawings of the existing structure.

### 3. Proposal

#### 3.1. Amount of development

This application proposes the conversion of the existing single-storey dwelling into two self-contained semi-detached dwellings through a carefully considered scheme. The development will incorporate a meter rear extension to expand the existing living/kitchen area, optimizing the ground floor layout. Additionally, a loft conversion is proposed, featuring three front dormers. The existing internal space will undergo some modifications to further allocate spaces for the new dwellings.

#### 3.2. Layout

The development proposal transforms the existing building into two self-sufficient residential units. The left-hand unit (Dwelling 1 with GIA 61m<sup>2</sup>) offers contemporary open plan living spaces, centered on a living/dining/kitchen area that has been enlarged through a 1.1-meter rear extension. A staircase leads to the converted loft level, which accommodates a bedroom and bathroom. Dormers are proposed to the front to provide outlook daylight.

Dwelling 2 with GIA 104m<sup>2</sup> presents a thoughtfully designed living space that maximizes functionality and comfort. The ground floor of area 69m<sup>2</sup> comprises a bright living/dining area that serves as the home's social hub, complemented by a separate reception room for added flexibility. A well-proportioned bedroom and two modern bathrooms (including one ensuite) provide comfortable accommodation, while integrated storage solutions ensure efficient space utilization. The upper level of area accessed via internal staircase, features a versatile loft conversion with a tranquil study room - perfect for remote work or study - alongside an additional bedroom and third bathroom. Carefully positioned dormer windows bathe the loft spaces in natural light while maintaining the building's architectural integrity. Both dwellings exceed the minimum Nationally Described Space Standards (NDSS, 2015) for their respective occupancies.

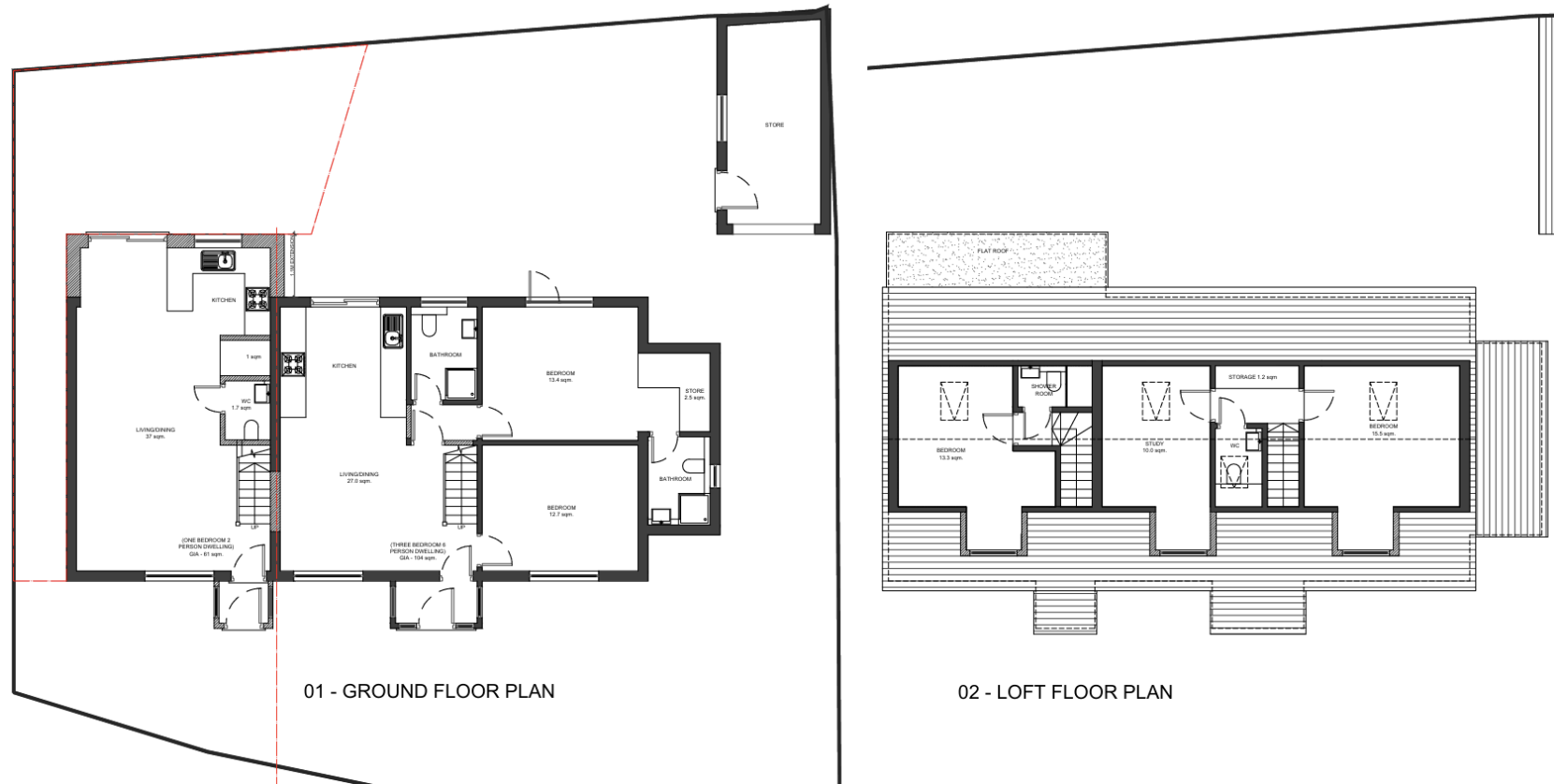
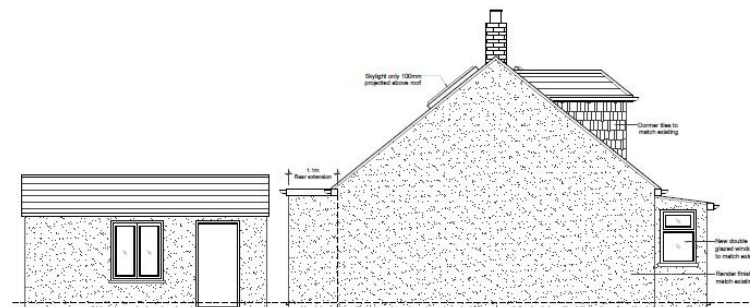


Fig. 5 Floor Plans of the ground and first floor and the roof.



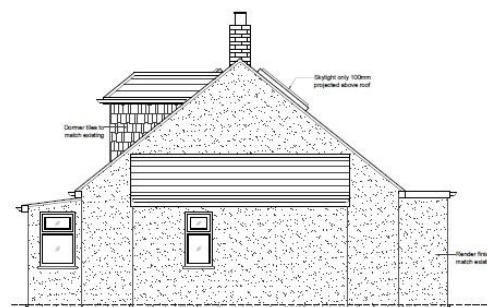
01 - FRONT ELEVATION



02 - LEFT SIDE ELEVATION



03 - REAR ELEVATION



04 - RIGHT SIDE ELEVATION

Fig. 6 Front & rear elevation plans of the proposed development.



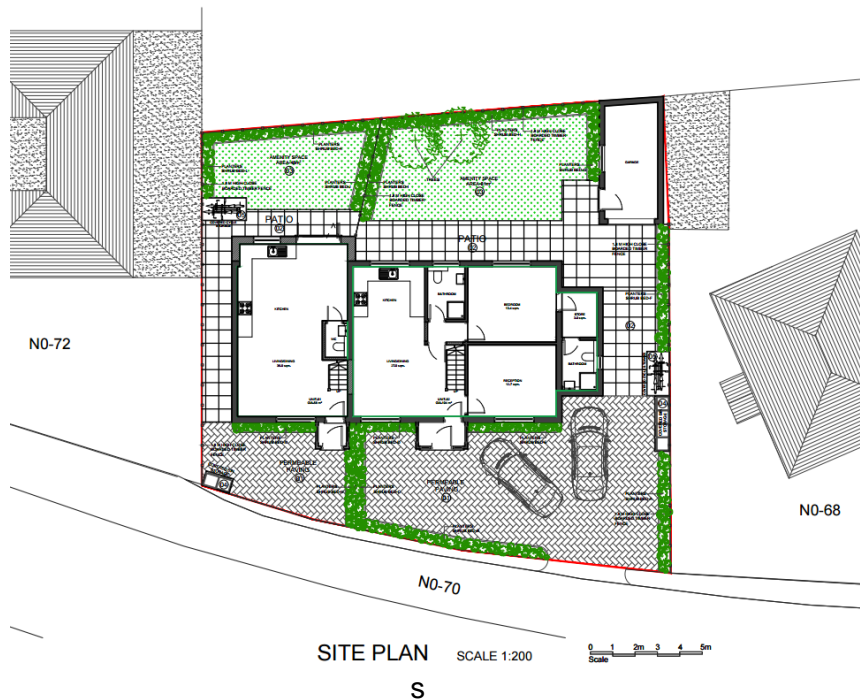


Fig. 7 Site plan of the proposed plan.

### 3.3. Scale and design

The proposed development has been carefully designed to respect the scale and character of the existing building and surrounding area. The scheme retains the original roof profile and eaves line, with the new loft conversions sensitively integrated through the use of front

dormer windows. These dormers have been proportioned to complement the existing roof form while providing necessary headroom and natural light to the upper-floor spaces.

The rear extension has been kept deliberately modest in scale to ensure it remains subservient to the main building. The extension and dormers will use matching materials and detailing — including render finish to match the existing façade and roof tiles of similar profile and color — to create a cohesive appearance that respects the existing architectural language. The extension's limited projection ensures it does not impact the natural daylight penetration.

The front dormers were discussed as part of the pre-planning with positive response from the case officer. The street scene (overlooking the road and park) and orientation of the adjacent dwellings helps in retaining the dormers with no affect to the privacy to any neighboring dwellings.

The design of the spaces and their amenities complies with the minimum standards and area requirements detailed in Table 3.3 below.



Table 3.3 Minimum space standards for new dwellings<sup>7</sup>

Number of bedrooms	Number of bed spaces	Minimum GIA (m <sup>2</sup> )			Built-in storage (m <sup>2</sup> )
		1 storey dwellings	2 storey dwellings	3 storey dwellings	
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0

Notes to Table 3.3

1. \* Where a one person dwelling has a shower room instead of a bathroom, the floor area may be reduced from 39m<sup>2</sup> to 37m<sup>2</sup>, as shown bracketed.

2. The Gross Internal Area of a dwelling is defined as the total floor space measured between the internal faces of perimeter walls<sup>1</sup> that enclose a dwelling. This includes partitions, structural elements, cupboards, ducts, flights of stairs and voids above stairs. GIA should be measured and denoted in square metres (m<sup>2</sup>).

3. The nationally described space standard sets a minimum ceiling height of 2.3 meters for at least 75% of the gross internal area of the dwelling. To address the unique heat island effect of London and the distinct density and flatted nature of most of its residential development, a minimum ceiling height of 2.5m for at least 75% of the gross internal area is strongly encouraged so that new housing is of adequate quality, especially in terms of light, ventilation and sense of space.

3.4. Appearance

The proposed development carefully preserves the building's external character through several considered design choices. The existing rendered exterior walls and façade detailing will be retained, maintaining the property's established appearance. Roof elements will use matching tiles and maintain the original pitch to seamlessly

blend with the existing roofline. Window openings to the dormers and its size have been strategically positioned to align with the building's original pattern, ensuring visual harmony. Traditional materials will be employed throughout to complement the local architectural vernacular.

This sensitive approach successfully achieves a balance between creating two high-quality residential units and protecting the building's fundamental character. Particular attention has been given to the massing and proportions of new elements to avoid any impression of overdevelopment, overlooking resulting in a scheme that enhances the property while respecting its context.

4. Amenity space

Both dwellings benefit from private outdoor areas designed for relaxation and practicality. The private garden areas are approximately 48 m<sup>2</sup> for the 1-bed unit and 94 m<sup>2</sup> for the 3-bed unit. These meets the Hillingdon minimum private-amenity standards for dwellings of this size. These areas incorporate soft landscaping with permeable paving to ensure sustainable drainage, complemented by strategic planting for privacy and aesthetic appeal.

4.1. Cycle & refuse storage

The proposal provides parking and servicing arrangements consistent with the submitted site plan. Permeable paving is proposed across the front forecourt to manage surface-water run-off.

**Dwelling 1 (1-bed, 2-person)** – No dedicated off-street street parking is proposed. Street survey has been conducted, which assures plenty

on street parking with the close proximity. A covered cycle storage for two bicycles are proposed at the rear and a covered refuse enclosure are located at the front of the property.

**Dwelling 2 (3-bed, 6-person)** – Two off-street parking spaces are provided on the front driveway. A separate covered cycle store for four bicycles is positioned at the side of the dwelling, together with a covered refuse store at the front.

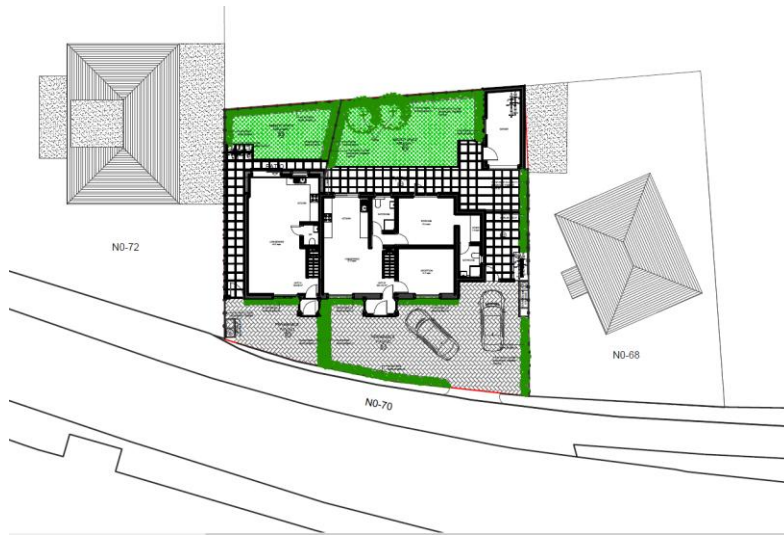


Fig. 8 Site plan

## 5. Daylight assessment

The daylight and sunlight report prepared for the proposed loft conversion and rear extension at 70 West Drayton Road concludes that the architectural plans conform to the daylight and sunlight

criteria set forth by the BRE guidelines. The report indicates that there are no valid reasons to contest the proposed development concerning daylight and sunlight. Furthermore, the analysis reveals that the new design meets or exceeds the minimum criteria required as per BRE standards and does not significantly affect the daylight and sunlight access of neighboring windows, nor is the access for the proposed design substantially diminished by nearby buildings. In summary, the proposed development fully adheres to BRE guidelines regarding daylight, sunlight, and overshadowing.

## 6. Pre-Planning feedback

Following the refusal of the first application due to the overlooking concerns, pre-planning advice has been requested with proposal to avoid the refusal concerns. The rear dormers has been removed from the scheme and new modest front dormers with hipped roof and similar sized windows has been proposed. The orientation of the neighboring properties and street scene allowed the front dormers to sit effectively with the wider setting. The parking survey has been conducted in support of the available on street parking within the close neighbourhood. The pre-planning report has been enclosed as part of this submission.

## 7. Conclusion

The proposed new development is one that will sit comfortably with a minimal impact upon any neighboring property. It will reflect the existing pattern and density of development and respect the form and design of nearby homes.

It would preserve the character and appearance of the neighborhood and would not result in a significant impact upon levels of amenity enjoyed within neighboring residential properties. The scale and design of the proposed dwelling are sympathetic to the original dwelling and the surroundings.