DESIGN & ACCESS STATEMENT

In support of planning application for the proposed

PROPOSED 2-STOREY 2-BEDROOM NEW DWELLING WITH CAR AND BICYCLE PARKING, SECURE BIN, AND REAR AMENITY SPACE

at *land adjacent to 70 Hayman Crescent, Hayes, UB4 8BP*

Prepared by

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1. Introduction

1.1. Scope of Application

The site, situated adjacent to 70 Hayman Crescent, Hayes UB4 8BP, lies within a predominantly residential area characterized by similar-scale homes and green spaces. Currently, largely an empty plot with only two single storey outbuildings, the proposed transformation into a newly built 2-storey 2-bedrooms dwelling will introduce a thoughtfully designed residential building that complements the surrounding architecture while incorporating features such as car and bicycle parking, refuse storage, and a rear and side amenity space.

2. Context

2.1. Site context & location

The project site is located adjacent to 70 Hayman Crescent, Hayes UB4 8BP, a predominantly residential area known for its community-oriented atmosphere and green spaces.

Uxbridge and Northolt stations are among the closest to the property, providing convenient access to central London. Additionally, bus services on Charville Lane, just a short walk away, offer quick connections to metro stations and other key areas. The site is not within a conservation area, allowing for modern development while maintaining harmony with the surrounding residential character.

The site is easily accessible from the main highways, A437 and A4020, via Charville Road, providing direct routes to the heart of Feltham, Hounslow, and surrounding areas.

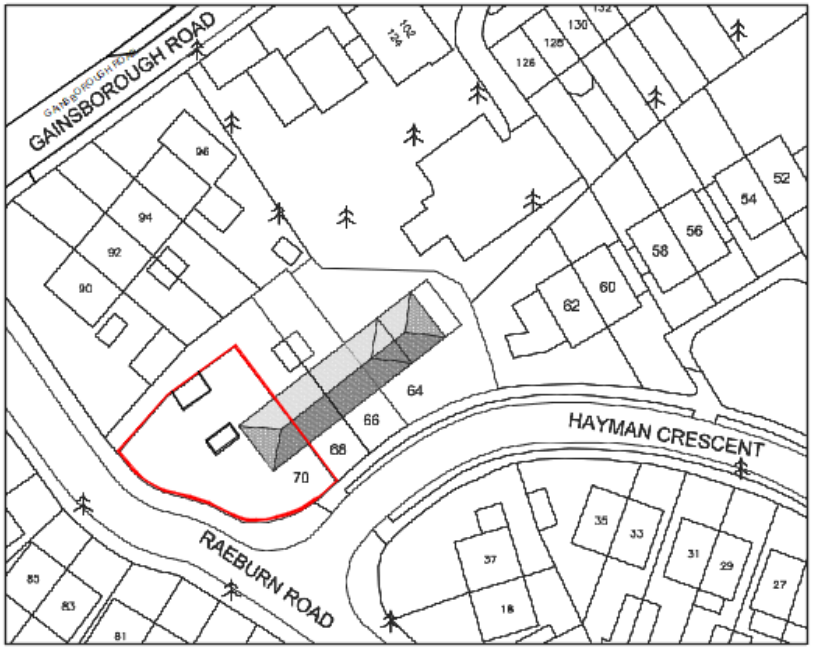


Fig. 1 OS MAP

2.2. Existing Building Layout

The project site is an empty plot of land adjacent to the property at 70 Hayman Crescent, covering an area of approximately 258 m², providing ample space for the proposed residential development.

The surrounding neighborhood consists of terraced and semi-detached houses with a traditional suburban style, featuring a combination of rendered finishes and plain red brick facades. The roofs are pitched and finished with reddish-brown tiles, contributing to the classic look. Most windows are white-framed casement types, some with grid patterns, adding character to the area. The streetscape is peaceful and well-maintained, with small front gardens with driveways. The houses are arranged in a neat, linear pattern with consistent setbacks, creating a cohesive and balanced residential setting.

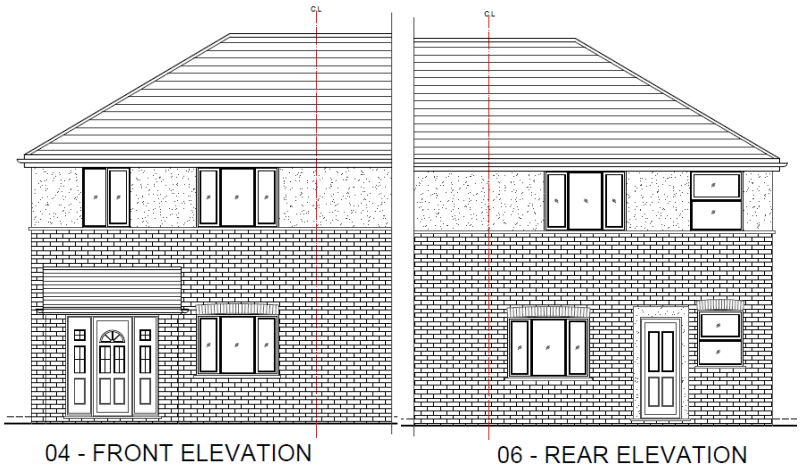


Fig. 3 Front & Rear Elevations

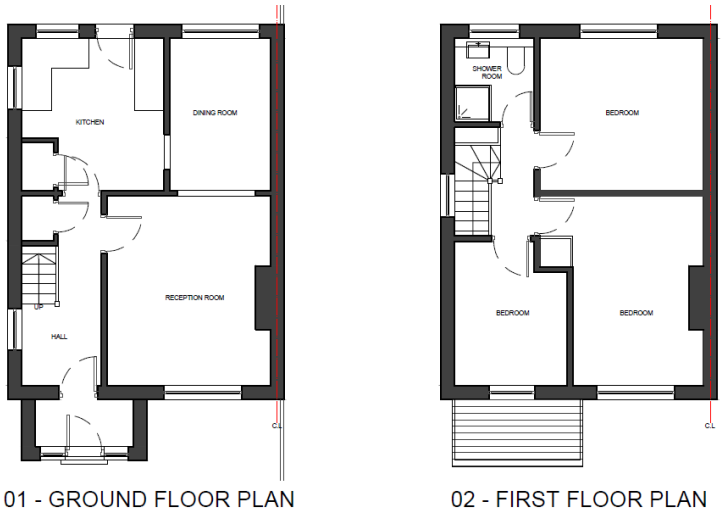


Fig. 2 Existing Floor plans

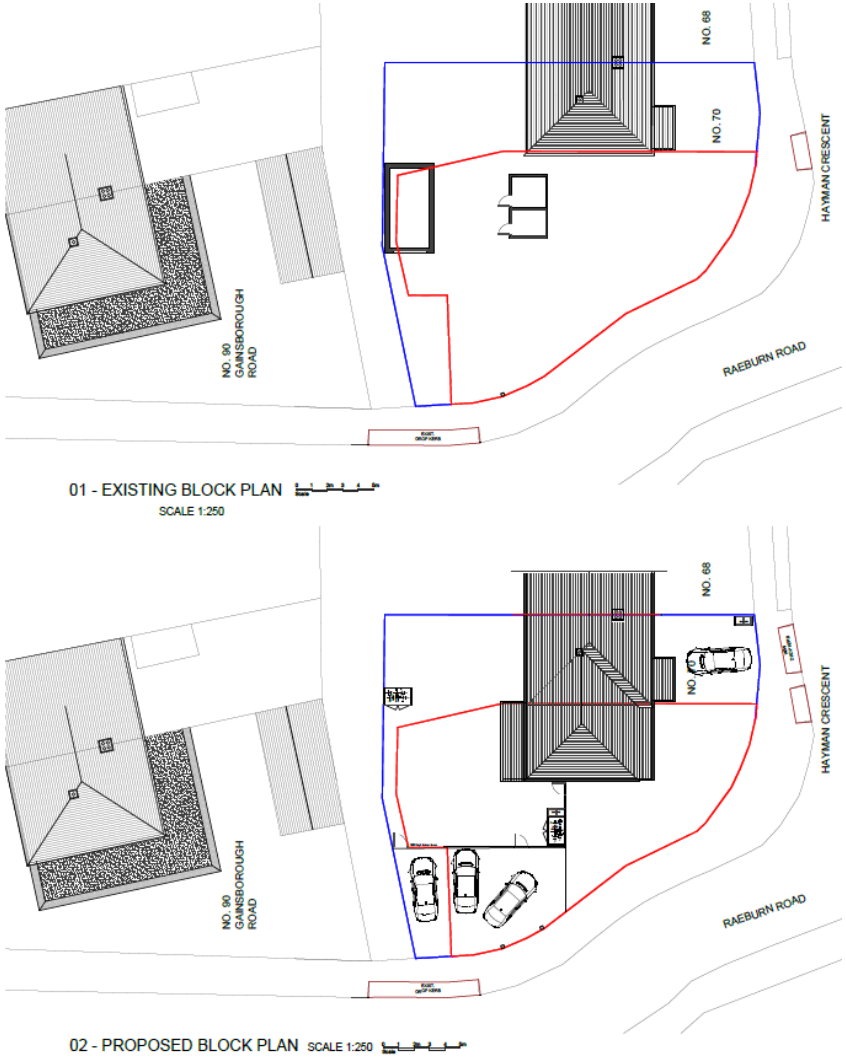


Fig. 4 Block plans of existing and proposed designs

3. Proposal

3.1. Amount of development

The aim of this project is to construct a 2-storey, 2-bedroom semi-detached dwelling on an empty plot of land next to the existing structure at 70 Hayman Crescent, UB4 8BP. The development will include two parking spaces for cars and two bicycle parking spaces, both on the side, ensuring convenience and sustainability. A private rear amenity area of approximately 72 m² will provide valuable outdoor space.

The layouts have been carefully designed to meet the space standards specified in the London Plan, taking into account factors such as room sizes, ceiling heights, and total internal floor space. The project has been thoughtfully planned with a focus on the physical context, local character, density, tenure, and land use mix. The new units adhere to minimum space standards of 70 sqm for 3 person 2 bedroom dwelling and include features for accessibility and adaptability. The design provides appropriately sized rooms and efficient layouts, offering flexibility to accommodate the changing needs of residents over time.

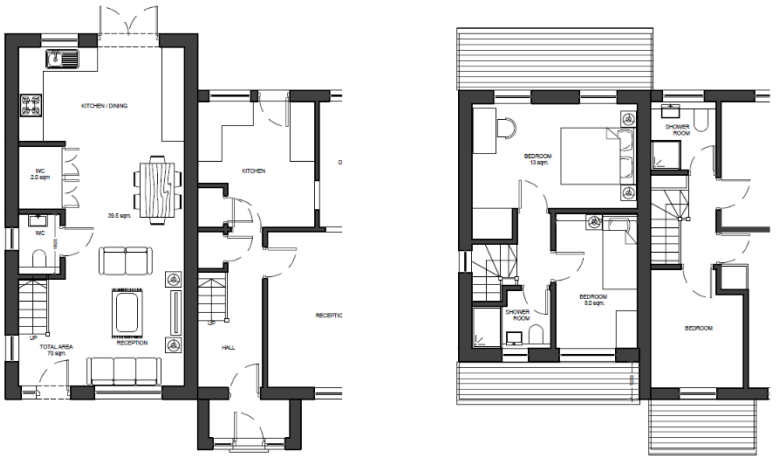


Fig. 5 Proposed plans

3.2. Layout

The proposed building is a 2-storey, 2-bedroom detached semi-dwelling designed to harmonize with the surrounding residential area while optimizing the use of the available land. The site spans 258 m², offering sufficient space for the house, parking, and outdoor amenities.

The ground floor features an open living/kitchen/dining space along with WC, providing a spacious and functional layout for residents. On the first floor, there are two bedrooms with a shared bathroom, and a storage, offering both comfort and privacy.

The house will be set back approximately 7 meters from the front boundary, aligning with the neighboring buildings. Refuse storage will be located at the side of the property which can be directly accessed both from the front and side of dwelling. The layout has been thoughtfully developed after analyzing the physical context, including factors such as the existing street layout, surrounding properties, and local planning guidelines.

3.3. Scale and design

The proposed dwelling has a building height of 8 meters, in keeping with the scale of neighboring properties. The well-considered setback at first floor level will give the impression of two storey side extension. The overall scale and design are in line with local density and architectural style, ensuring that the development integrates smoothly into the existing streetscape while providing a functional and sustainable living space for future residents.

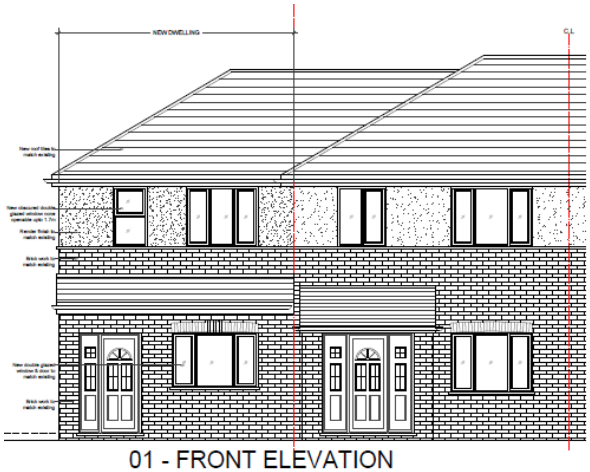
The layout and amenities of the spaces measures about 71 m² which is above the minimum standards of 70 m² for 2 bedrooms and 3 people for 2 storey dwellings as outlined in Table 3.3.

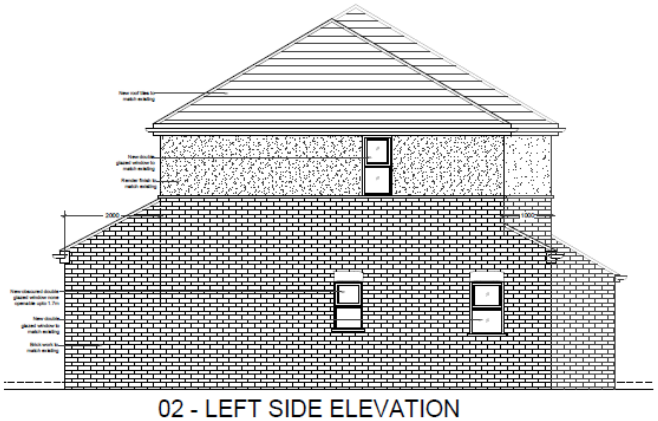
Table 3.3 Minimum space standards for new dwellings[7]

Number of bedrooms	Number of bed spaces	Minimum GIA (m²)			Built-in storage (m²)
		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 39m² to 37m², 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[1] 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 (m²).
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.





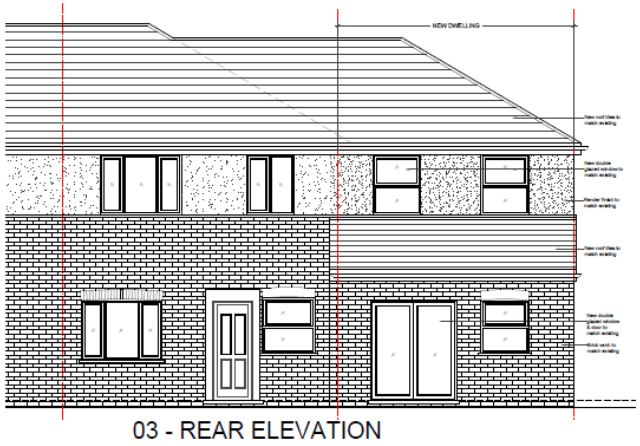


Fig. 6 Proposed design elevations

3.4. Appearance

The brick façade on the ground floor and render finish on the first floor offer a timeless and durable finish, complementing the architectural character of the neighborhood. The pitched roof, covered with tiled roofing, enhances the traditional appearance, while the overhanging eaves provide both aesthetic appeal and practical weather protection.

The southeast-facing orientation maximizes natural light, and the overall design blends seamlessly with the surrounding residential area. This careful selection of materials and finishes ensures that the development integrates smoothly with its surroundings, offering a modern yet respectful addition to the streetscape.

4. Amenity space

The proposed design includes a thoughtfully planned private amenity space with hard landscaping at the front and side of the property, providing a private outdoor area for relaxation, enhancing the overall living experience. The 72 and 68 sqm of private amenity space is provided for both the new and existing dwelling with secondary access from the side.

4.1. Car & Cycle parking with refuse storage

The new property will feature provisions for two car parking spaces on the side, along with bicycle storage on the side of the property. Refuse storage will also be located on the side of the property which can be accessed from both the front and side of the dwelling.

Based on the pre-planning report, the 4 off street parking spaces has been proposed retaining the one space on the side for No.70 and one proposed drop kerb at the front. The rear access along the boundary to the parking area has been provided for No.70 which allows the future tenants to have direct access from the property maintaining the current situation.
The parking survey has been conducted which shows the stress level of 74%, which can allow additional parking space if needed, if council thinks additional drop kerb is not permitted.

Fig. 7 Site plan

5. Pre-Planning comments

5a. Impact on the main dwelling- The approx 68 sqm private amenity space has been retained for the parent dwelling No.70. Which requires the min area 60sqm of private amenity for the 3 bedroom dwelling. The direct access from the rear to the side off street car parking, maintaining the current arrangement. The private amenity spaces for both the dwellings are well maintained and well lit. The small outrigger of the proposed dwelling and slight angle of the proposed fence is not affecting the quality of the amenity space of any dwelling. The garden spaces have a good mix of hard and soft landscaping.

5b. Scale- The proposed dwelling reduced from 6m width to 5m and depth of aprox 9.5m that will create further gap from the side boundary. Also first floor is setback by 1m from the principal dwelling further reducing the impact while maintaining the spacious character and visual openness of the corner plot. Side windows introduced to the proposed dwelling maintaining the existing character.

5c Parking- Total 4 off street parking spaces has been proposed 2 for each dwelling. 3 off street parking spaces has been provided to the side retaining the Raeburn Road drop kerb. The boundary line and the parking allocations will be maintained for both principal and new dwelling. The parking to the far left with direct access to the rear garden has been retained for the No.70. New proposed drop kerb is requested at the front for 1 off street parking. Also Street parking survey has been done showing the availability of on street parking if required. Parking survey while calculating the available spaces considered the current road layout and its width.

6. Conclusion

The proposed dwelling 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.