

# DESIGN AND ACCESS STATEMENT

**Proposed Development:** Erection of new dwelling (2bed-4person) on land adjacent to 103 Church Road, Hayes, UB3 2LD with amenity space, cycle storage, refuse bins.

**Site Address:** 103 Church Road, Hayes, UB3 2LD

**Local Planning Authority:** Hillingdon London Borough Council

## 1. Introduction

This Design and Access Statement has been prepared in support of the planning application for the erection of a new 2-bedroom, 4-person dwelling on land adjacent to 103 Church Road, Hayes, UB3 2LD, together with associated amenity space, cycle storage and refuse storage.

The proposal also includes alterations to the front of the existing host property at 103 Church Road. Following discussions with the Local Planning Authority, the proposal has been revised to remove the previously proposed front parking space and vehicular crossover. The proposed new dwelling will now operate as a car-free dwelling, with cycle storage provided within a secure cycle pod located in the front garden.

The revised proposal seeks to provide a well-designed and appropriately located residential dwelling which responds to the character of the surrounding area while making efficient use of the available land.

## 2.0 Site and Surroundings

The application site comprises land adjacent to the existing residential property at 103 Church Road, Hayes, UB3 2LD.

The surrounding area is predominantly residential in character, comprising a mixture of dwelling types and forms of development. The site is located within an established residential environment and benefits from access to the existing



public highway and surrounding pedestrian and public transport network. The proposed dwelling has been designed to sit comfortably within the existing site context and to provide an appropriate relationship with the existing host property and neighbouring properties.

### **3.0 Proposed Development**

The proposal comprises the erection of a new 2-bedroom, 4-person dwelling on the land adjacent to 103 Church Road.

The proposed dwelling will provide suitable accommodation for a family-sized household and will be supported by private amenity space, secure cycle storage and refuse storage.

The development has been designed to make efficient use of the available land while maintaining an appropriate level of residential amenity for both the proposed dwelling and surrounding properties.

The existing host property will remain as a separate dwelling. The proposal does not involve the loss of the existing residential use.

### **4.0 Design and Appearance**

The design of the proposed dwelling has been developed having regard to the established character of the surrounding residential area.

The scale, proportions and form of the proposed building have been carefully considered to ensure that the development integrates appropriately with the existing built environment. The proposed dwelling will present a coherent and appropriately detailed residential appearance.

The external materials and architectural treatment will complement the existing character of the locality and help ensure that the new dwelling reads as a suitable addition to the established residential streetscape.

The proposal has also been designed to avoid unnecessary visual clutter and to provide a clear and practical arrangement for pedestrian access, cycle storage and refuse storage.

### **5.0 Layout and Residential Amenity**

The internal layout provides appropriate accommodation for a 2-bedroom, 4-person household, with living, kitchen, dining, bedroom and bathroom facilities



arranged to provide a functional and comfortable home.

The proposed dwelling will benefit from dedicated private amenity space. The external layout has been designed to provide a usable area for the future occupants while maintaining an appropriate relationship with the existing property and neighbouring residential properties.

The arrangement of windows and openings has been considered in relation to neighbouring properties to avoid unnecessary overlooking and to protect the reasonable privacy of surrounding residents.

The development has been designed to ensure that the proposed dwelling receives suitable outlook, daylight and natural ventilation.

## 6.0 Access

Pedestrian access to the proposed dwelling will be provided from the existing highway network.

Following discussions with the Local Planning Authority, the previously proposed vehicular access arrangement to the front of the site has been removed. The proposal therefore does not require a new vehicular crossover or drop kerb.

The front of the site will remain primarily pedestrian in character, with the proposed cycle storage located within the front garden in a convenient position for residents.

The revised arrangement provides a clear and practical pedestrian approach to the proposed dwelling and avoids introducing an unnecessary new vehicular access across the existing footway.

## 7.0 Parking

The proposed dwelling will be provided as a **car-free development**.

The previously proposed parking space for the new dwelling within the front of the site has been removed, together with the associated proposed vehicular crossover and flush kerb. This amendment follows discussions with the Local Planning Authority.

The existing host dwelling at 103 Church Road will retain its parking provision within the rear garden/garage area. The revised arrangement therefore avoids the introduction of additional vehicular activity at the front of the site while



retaining parking provision for the existing dwelling.

A Parking Stress Survey has been submitted in support of the application to assess existing parking conditions and the availability of on-street parking within the surrounding area. The submitted survey demonstrates the existing parking situation within the locality and has been reviewed by the Local Planning Authority, which has confirmed that the parking information provided is satisfactory.

The proposed car-free arrangement is therefore considered appropriate in the context of the site's location and the availability of alternative sustainable transport options.

### **8.0 Cycle Storage**

Secure cycle storage will be provided for the proposed dwelling in the form of a cycle pod located within the front garden.

The cycle pod has been repositioned from the rear garden to the front garden following discussions with the Local Planning Authority. Its revised location provides convenient and readily accessible storage for residents and encourages cycling as an alternative to private car use.

The cycle storage will be appropriately positioned so that it does not obstruct the pedestrian access to the dwelling.

### **9.0 Refuse and Waste Storage**

A suitable area for refuse and recycling storage will be provided as part of the proposed development.

The location has been considered to ensure that bins can be conveniently accessed by the occupants and presented for collection without creating an obstruction to the principal pedestrian access.

The refuse storage arrangement will be suitably integrated into the overall site layout and will avoid unnecessary visual impact from the public realm.

### **10.0 Sustainability and Sustainable Transport**

The proposal provides an opportunity to deliver a new dwelling within an established residential area while encouraging sustainable modes of transport. The proposed dwelling will be car-free, with secure cycle storage provided on



site. The removal of the proposed vehicular crossover also avoids unnecessary alteration to the existing highway and footway arrangement.

The location and layout of the development will allow future occupants to make use of walking, cycling and public transport for day-to-day journeys.

The provision of dedicated cycle storage further supports the use of sustainable modes of transport and reduces reliance on private vehicles.

### **11.0 Impact on Neighbouring Properties**

The design and layout of the proposed dwelling have been carefully considered to ensure that the development does not result in unacceptable harm to the amenities of neighbouring properties.

The scale, positioning and orientation of the proposed dwelling have been designed having regard to the surrounding buildings and residential gardens. Window positions and the overall arrangement have been considered to minimise opportunities for direct overlooking and to maintain reasonable levels of privacy.

The proposal will therefore provide a suitable relationship between the new dwelling, the existing host property and neighbouring properties.

### **12.0 Conclusion**

The proposal provides a new 2-bedroom, 4-person dwelling on land adjacent to 103 Church Road, together with appropriate amenity space, secure cycle storage and refuse storage.

The scheme has been revised following discussions with the Local Planning Authority. In particular, the previously proposed front parking space, vehicular crossover and flush kerb have been removed, and the new dwelling will operate as a car-free development.

The existing dwelling will retain its parking provision within the rear garden/garage area. A Parking Stress Survey has been submitted to assess local parking conditions and has been accepted as satisfactory by the Local Planning Authority.



Secure cycle storage is provided within a cycle pod positioned in the front garden, providing convenient access for occupants and supporting sustainable travel.

Overall, the proposal represents an appropriately designed residential development which makes efficient use of the available land, provides suitable living accommodation and amenity space, and responds positively to the character and constraints of the surrounding area.