



DESIGN AND ACCESS STATEMENT

in support of

**Proposed New-Build Three-Bedroom Dwelling On
The Land Adjacent To 533 Uxbridge Road, Hayes,
UB4 3HN**

16.09.2026

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1.0 APPLICATION DESCRIPTION

This proposal seeks full planning permission for the demolition of the existing two storey side extension to the existing dwelling and the construction of a two-storey, three-bedroom residential dwelling within the curtilage of 533 Uxbridge Road, Hayes. The development aims to remove the current 'out of keeping' extension and construct a new dwelling more sympathetic to the adjacent properties and surrounding area, while preserving the established character and continuity of the local streetscape.

1.1 Relevant Drawings

- 25/51/01 Existing and Proposed Floor Plans
- 25/51/02 Existing and Proposed Front and Rear Elevations.
- 25/51/03A Existing and Proposed Block Plans and Side Elevations.
- 25/51/04 Proposed Timber Bin Store
- 25/51/05 Proposed Timber Bike Store

1.2 Relevant Documents

- Design & Access Statement
- Planning Application Form
- Ecology Checklist
- CIL Form

2.0 SITE & SURROUNDINGS

2.1 Location & Site

The application site lies on the southern side of Uxbridge Road, (A4020), Near to the junction with Grange Road, and Lansbury Drive, in Hayes, the London Borough of Hillingdon. This property is the right side of a pair of similar dwellings to the southern side of Uxbridge Road, with consistent building lines and a cohesive residential character. Most properties on this road were constructed between in the early 1900's, reflecting architectural styles of that era. Materials commonly include brick/render façades and tiled pitched roofs. The site is bounded by similar residential plots and benefits from a private frontage and access.

The site currently contains and semi-detached dwelling with a tiled roof that has a front to rear pitched roof with a side hipped roof. There is a two-storey side extension with a 'flat' roof over.

To the immediate right side of the plot there is a Public Footpath (H22) leading from Uxbridge Road to Grange Close behind.

2.2 Site Context

This site is located within an urban area and in a public road. The road consists of both semi-detached and terraced houses of similar design and character and all set back from the main road with a service road between. Most of the properties to this side of the road are a mixture of one and storeys in height, of a similar age and architectural form. The existing dwelling to which this land is attached, very two-story side addition.

The site is predominately rectangular in shape with a frontage of approximately 16.0m tapering to around 10.0m at the rear. The site depth is approximately. 40.0m. The current site area is approximately 520 square metres.

The existing dwelling is positioned to left side of the plot and set back from the taping front boundary line by approximately 7.0m. The current dwelling has a depth of 8.5m and an additional 2.0m rear extension. There is a clear defined boundary fence between this site of the attached neighbour at no. 531, likewise there is a boundary wall to the right side along the line of the Public Footpath.

The front of the property is predominately paved providing parking for several cars. The current rear garden there are two large outbuildings providing storage for the owners. The one currently located on the right side would be removed as part of the works, whilst the one to the rear boundary would be retied.

Access to the existing and proposed dwellings would be via the current front drive.

2.3 Local Authority & Transport Links

The site falls under the jurisdiction of the London Borough of Hillingdon. It benefits from very good public transport links, with bus on the Uxbridge Road providing good links to Uxbridge to the West and further afield to Ealing to the East. There is also a nearby bus route to Harrow in the North and Hayes to the South, including and Hayes & Harlington railway station. Local amenities and schools are accessible by foot or public transport.

Rail: The nearest station is Hayes & Harlington, approximately 2.2 km due South, offering Elizabeth line services with direct connections to central London, Heathrow Airport, Reading, and beyond. The station has undergone recent upgrades, including step-free access and platform extensions.

Underground: Uxbridge underground station is 4.7km North West of the application site, which is the terminus for both Metropolitan and Piccadilly lines each service significant areas of West and Central London.

Road: The A4020, Uxbridge Road, is primary A road extending into West London to the East and to the M25 just beyond Uxbridge. The is also the M40 to the North and M4 to the Sout both with good links into London.

Bus: Hayes is served by multiple London Bus routes, providing comprehensive coverage across the area and connections to surrounding districts.

In summary, Uxbridge Road in Hayes offers a residential setting characterized by early 20th-century homes, governed by the proactive Hillingdon Council, and supported by robust transport infrastructure, making it a well-connected and historically rich locale.

2.4 Site Planning History

Application reference 3089/C/84/1390: **Approved** 12/10/84

Proposal: Erection of Garage at side.

Application reference 3089/APP/2004/947 **Refused** 07/04/2004

Proposal: Erection of Part Single Storey, art Two Storey rear extension and rear garage and installation of pitched roof over existing two storey side extension and conversion of loft to habitable room with rear facing dormer.

- Reasons for refusal:**
1. The proposed dormer window, by reason o its size ad design, would be detrimental to the character and appearance of the original house and visual amenities of the locality. The proposal is therefore contrary to policies BE13, BE15 and BE19 from the Borough's adopted Unitary Development Plan and design principles A5 and B4 of the Council's Design Guide 'Residential Extensions'.
 2. The ridge of the proposed roof is not considered to be subordinate to the roof of the existing building. As such, it would harm the appearance of the house and the visual amenities of the street scene. The proposal is therefore contrary to policies BE15 and BE21 from the Borough's adopted Unitary Development Plan.

Application reference 3089/APP/2004/2505. **Appealed** 03/09/2004 Part Allowed.

Proposal: Erection of Part Single Storey rear extension, Part Two Storey rear extension and installation of pitched roof over exiting To Storey side extension and erection of Single Storey detached Garage/Outbuilding in rear garden.

Dismissed: Part Single Storey rear extension, Part Two Storey rear extension and installation f pitched roof over existing Two Storey side extension.

Allowed: Erection of a Single Storey detached Garage / Outbuilding in the rear garden.

Application reference 3089/APP/2005/1299. Approved 04/05/2005

Proposal: Erection of a Single Storey detached Outbuilding at the bottom of rear garden.

Application Reference 3089/APP/2022/3560/ Approved 21/11/2022

Proposal: Erection of an attached two storey, three-bedroom dwelling with three roof lights.

Application reference: 3089/APP/2023/2584. Approved 03/09/2023.

Proposal: Variation of Condition 2 (Approved plans) of Planning Permission ref. 3089/APP/2022/3560 dated 10-03-2023. 'Erection of an attached, two storey, three-bedroom dwelling with three rooflights' to include roof dormer.

3.0 RELEVANT PLANNING POLICIES

This proposal has been designed with reference to:

- **National Planning Policy Framework (NPPF)**
- **The London Plan (2021)**
- **London Borough of Hillingdon Local Plan: Part 1 and Part 2**
- **Nationally Described Space Standards (NDSS)**

4.0 THE PROPOSAL

4.1 Proposal Description

The proposal involves the construction of a new, detached, two-storey, three-bedroom dwelling.

The design has been carefully developed to complement the height, scale, and architectural character of the adjacent properties. A front-facing bay window has been incorporated to reflect the design features of neighbouring homes, maintaining visual harmony within the streetscape.

The dwelling will be constructed using high-quality facing brick, with tiled hipped roofs to enhance both durability and appearance. The materials to be used are to match those of the current dwelling on the application site.

A private rear garden will be provided for the new dwelling, enclosed with a 2m high timber fence between the existing and new dwellings. The boundary wall to the Public Footpath will remain unaltered, to ensure privacy and security.

Vehicular access to the property will be via the existing entrance, which is adequately sized to accommodate parking to meet the standards for the two 'on site' dwellings.

4.2 Materials, Character and Appearance

The proposed materials will reflect those found on the existing property —brickwork and tiled roofing—ensuring visual cohesion with the dwelling. The massing, roofline, and fenestration patterns are sympathetic to the street scene.

4.3 Making Efficient Use of Land

The scheme utilises previously developed land in a sustainable and effective manner, contributing positively to local housing need without compromising existing residential amenity.

4.4 Impact on Adjoining Properties

The dwelling has been sensitively designed to minimise any adverse impact on neighbouring properties. The positioning and scale have been carefully considered to preserve outlook and access to natural light. No windows overlook private amenity areas of neighbouring dwellings.

4.5 Cycle and Refuse Storage Provisions

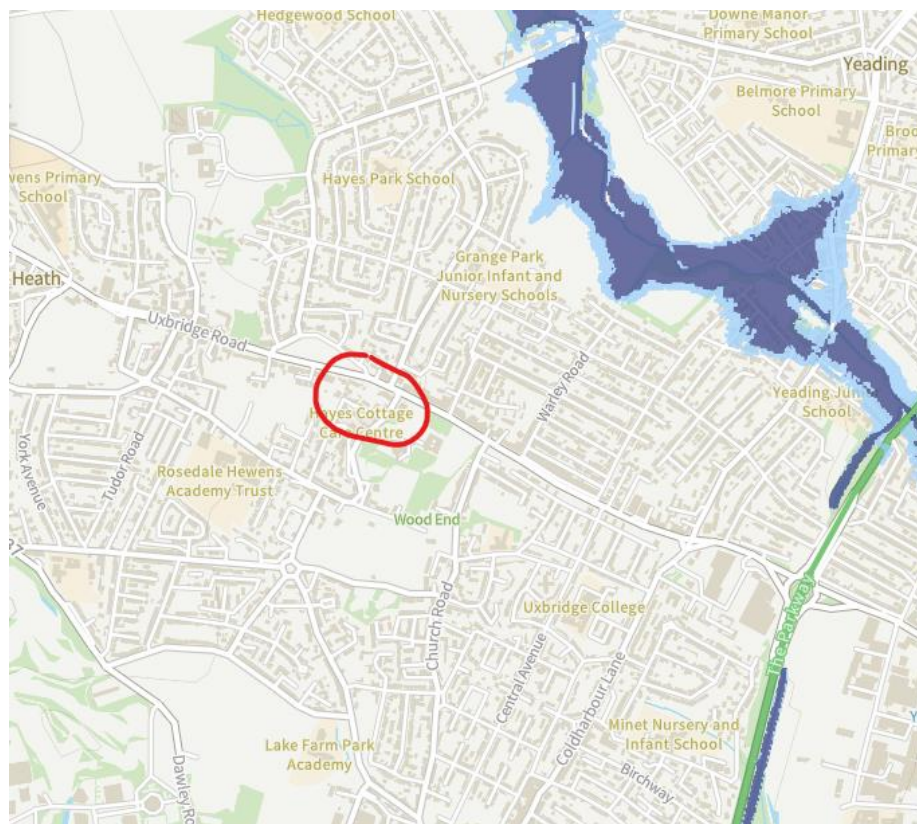
Provision has been made for secure cycle storage to the rear and screened refuse and recycling facilities to the side, in accordance with local requirements. Details are shown on the application drawings.

4.6 Vehicle Access & Parking

Two off-street parking spaces are provided within the site boundary, using the existing crossover. Additionally, the existing dwelling is to have their own two off street parking spaces, this ensures there is no increased pressure on on-street parking.

4.7 Flood Risk

The site is located within Flood Zone 1, indicating a low risk of flooding. No specific mitigation measures are deemed necessary.



4.8 Trees & Natural Environment

There are no trees on the site. The development will not require the removal of any mature vegetation. Landscaping enhancements will be included as part of the proposal.

4.9 Ecology

The proposed location of the new dwelling currently comprises of a side extension to the existing dwelling, hardstanding and an outbuilding offering limited ecological value. The proposal involves removal of the extension and hardstanding to create the new dwelling and the removal of the side outbuilding to create private amenity space. The proposal does not involve harm to protected species or habitats. Any minor ecological disruption will be mitigated through soft landscaping.

5.0 SUSTAINABLE DESIGN STRATEGY

The dwelling will be constructed using modern building techniques to achieve high thermal efficiency, including double-glazed windows, insulation to current Building Regulation standards, and energy-efficient heating and lighting systems. The proposal supports the borough's sustainability and climate resilience goals.

6.0 NOISE ASSESSMENT

The proposed use is consistent with the surrounding residential context and is not expected to introduce any significant noise impacts. The building fabric will provide standard acoustic insulation in line with Building Regulations.

7.0 DAYLIGHT ASSESSMENT

The proposed dwelling has been sited and scaled to avoid any adverse overshadowing of neighbouring properties. Given the position of the dwelling and the orientation of the site, access to natural light for adjacent properties remains unaffected.

8.0 SUMMARY STATEMENT

This application represents a modest, well-considered infill development that aligns with national and local planning policy. It meets national internal space standards and demonstrates high-quality design, sufficient parking, appropriate amenity provision, and minimal environmental impact. The development enhances the residential character of this road by removing the current, 'out of character' side extension while making efficient use of this land.