

**Planning, Design & Access
and Transport Statement**

84 Tudor Road

Hayes

UB3 2QF

1. Introduction

This Planning Statement has been prepared in support of a full planning application for the construction of a new dwelling at land to the rear/side of 84 Tudor Road, Hayes. The proposal includes the provision of one off-street parking space, together with private front and rear garden amenity space.

The application seeks to make efficient use of previously developed residential land within an established suburban area, contributing to local housing supply in a sustainable location. This statement assesses the proposal against the Development Plan for the London Borough of Hillingdon and the National Planning Policy Framework (2024).

2. Site Context

The application site forms part of the residential curtilage of 84 Tudor Road, located within an established suburban residential area in Hayes. Tudor Road is characterised predominantly by two-storey semi-detached and terraced dwellings, with consistent building lines, private rear gardens and a strong residential character.

The surrounding area is typified by regular plot patterns with defined boundaries, private garden land to the rear of properties, low-rise built form (predominantly 2 storeys), on-street and off-street parking provision

The site is located within a sustainable urban location, with access to local shops and services public transport routes, schools and community facilities.

The site is not subject to restrictive designations such as Green Belt or Conservation Area (subject to confirmation), and is located within the built-up area where residential development is supported in principle.

3. Proposal

The application proposes the erection of a single residential dwelling within the site, together with associated works.

The key components of the proposal include:

- A new self-contained dwelling designed to reflect the scale and character of surrounding development
- Provision of 1 off-street car parking space
- Creation of private front and rear garden amenity space
- Associated access, landscaping and boundary treatments

The dwelling has been designed to sit comfortably within the plot, ensuring appropriate separation distances, outlook and amenity provision.

4. Key Development Plan Policies

The development proposals have been assessed against the statutory Development Plan and national planning policy, comprising:

- The London Borough of Hillingdon Local Plan: Part 1 (Strategic Policies)
- The Hillingdon Local Plan: Part 2 (Development Management Policies)

- The Greater London Authority London Plan (2021)
- The National Planning Policy Framework (NPPF) (2024)

Hillingdon Local Plan Part 2 (Development Management Policies)

Design and Character

- DMHB 11 – Design of New Development
- DMHB 12 – Streets and Public Realm

Residential Development

- DMHD 1 – Alterations and Extensions to Residential Dwellings
- DMHD 2 – New Residential Development

Residential Amenity

- DMHB 16 – Residential Density
- DMHB 18 – Private Outdoor Amenity Space
- DMHB 19 – Daylight and Sunlight Considerations
- DMHB 20 – Overlooking and Loss of Privacy
- DMHB 21 – Noise and Vibration

Transport and Parking

- DMT 1 – Managing Transport Impacts
- DMT 2 – Highways Impacts
- DMT 6 – Vehicle Parking
- DMT 5 – Pedestrians and Cyclists

Environmental / Sustainability

- DMEI 1 – Living Walls and Roofs / Biodiversity
- DMEI 9 – Management of Flood Risk
- DMEI 14 – Air Quality

London Plan (2021)

Good Growth and Design

- D1 – London's Form, Character and Capacity for Growth
- D3 – Optimising Site Capacity through the Design-Led Approach
- D4 – Delivering Good Design
- D6 – Housing Quality and Standards

Housing

- H1 – Increasing Housing Supply
- H2 – Small Sites
- H6 – Housing Size Mix

Amenity and Environment

- D13 – Noise
- SI 1 – Improving Air Quality
- SI 13 – Sustainable Drainage

Transport

- T6 – Car Parking
- T5 – Cycling

National Planning Policy Framework (NPPF) (2024)

Presumption in Favour of Sustainable Development

- Paragraph 11 – Decision-making and tilted balance

Housing Supply

- Paragraph 60–62 – Delivering sufficient homes
- Paragraph 70 – Small and medium sites

Design

- Paragraph 126 – Achieving well-designed places
- Paragraph 130 – Design quality and character
- Paragraph 131 – Effective use of land

Amenity

- Paragraph 135(f) – High standard of amenity for users

Transport

- Paragraph 114–115 – Transport impacts and safe access

Flood Risk

- Paragraph 165–175 – Flood risk and drainage

5. Principle of Development

The application site is located within an established residential area in Hayes, within the London Borough of Hillingdon, where the principle of residential development is supported subject to compliance with detailed design, amenity and transport policies.

At a strategic level, national policy places significant weight on the delivery of new housing. Paragraph 60 of the National Planning Policy Framework (2024) confirms that it is the Government's objective to significantly boost the supply of homes, whilst Paragraph 70 emphasises the importance of supporting the development of small and medium-sized sites. This is reinforced by Policy H2 of the Greater London Authority London Plan (2021), which actively supports the optimisation of small sites within residential areas to contribute towards housing delivery.

In this context, it is a material consideration that the Council is currently unable to demonstrate a five-year housing land supply, as confirmed in the April 2026 Housing Land Supply Position Statement. The absence of a five-year supply engages the presumption in favour of sustainable development set out in Paragraph 11(d) of the NPPF, meaning that planning permission should be granted unless any adverse impacts would significantly and demonstrably outweigh the benefits. In such circumstances, the delivery of new housing carries substantial weight in the planning balance.

The proposal seeks to deliver a single additional dwelling on a small residential site, making efficient use of land within a sustainable urban location. The contribution of small sites such as this is explicitly recognised in both national and London Plan policy as an important component of housing supply, particularly in built-up areas with established infrastructure.

Policy DMHD 6 (Garden and Backland Development) of the Hillingdon Local Plan Part 2 seeks to resist inappropriate development of garden land where it would result in harm to the character of the area or lead to a cramped form of development. However, the policy does not impose an absolute restriction on garden development, and proposals must be assessed on their individual merits.

Recent appeal decisions within the Borough demonstrate that the Council has been unsuccessful in defending refusals based solely on the principle of garden land development, particularly where schemes are well-designed, respect the established pattern of development and do not result in material harm. Inspectors have consistently found that where proposals integrate successfully within the surrounding context and meet amenity and design standards, the delivery of additional housing on garden land can be acceptable.

In this case, the proposed dwelling has been carefully designed to respect the established building line and spatial pattern of surrounding development. The siting, scale and layout ensure that the development does not appear cramped or overdeveloped. The proposed dwelling, being detached in form, is intentionally more intimate in scale and sits comfortably within the plot, maintaining appropriate spacing to neighbouring properties.

Importantly, the proposal retains adequate private garden space for both the existing dwelling at 84 Tudor Road and the proposed new dwelling, ensuring compliance with Policy DMHB 18. The development also provides satisfactory off-street parking provision for both the existing and proposed dwellings, in accordance with Policy DMT 6, thereby avoiding undue pressure on on-street parking.

Overall, the proposal represents a sustainable and policy-compliant form of residential development, making efficient use of land while respecting local character and amenity. When considered in the context of the Council's housing land supply shortfall and the strong policy support for small site delivery, the principle of development is firmly supported.

As evidenced in section x there are a number of appeals for back land and garden land development which have been allowed in recent years and these need to be factored into the Council's assessment.

6. Design

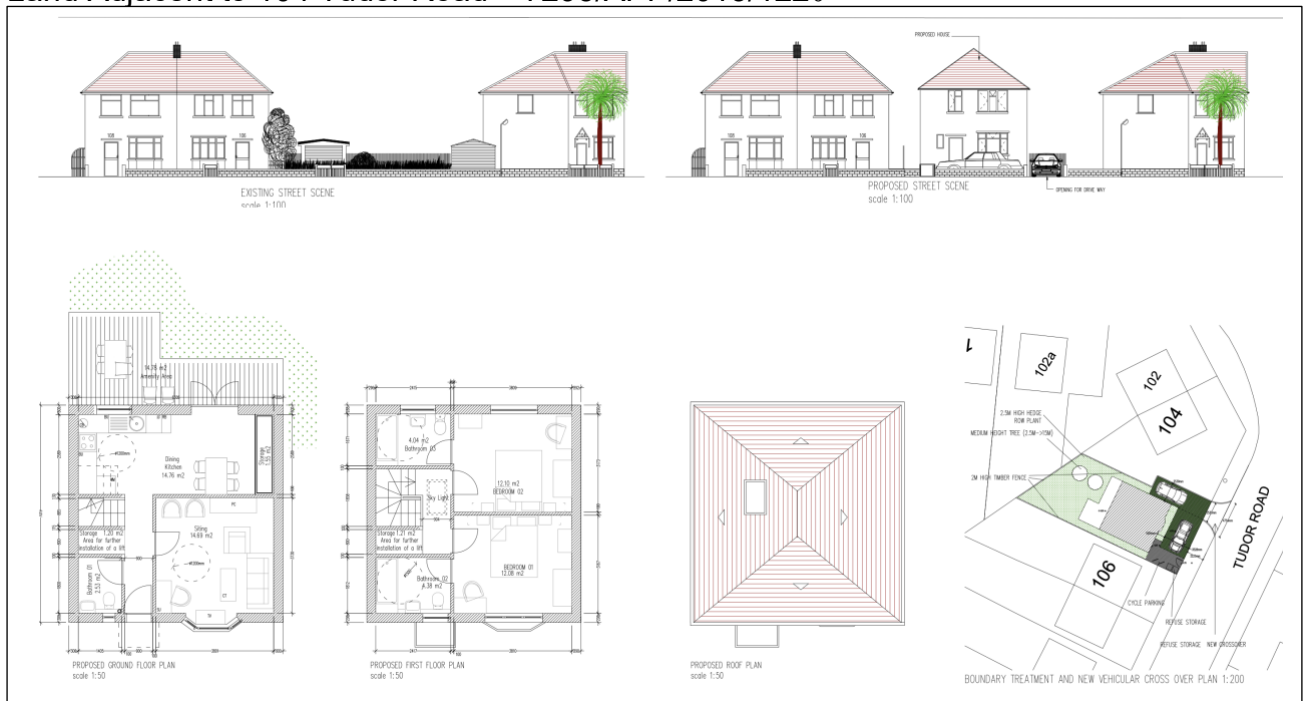
Prior to submitting the application, the owner undertook a review of multiple options including the proposal to attach a new property to the side of the existing property. There are examples of wide side extensions to corner plots in this area however the proposal which has been submitted is considered a more appropriate design. There is an example of the same development at 7295/APP/2013/1220 Tudor Road which was refused by the Council but subsequently allowed by the Planning Inspectorate following an appeal.

The application was refused for the following reasons:

- 1. The proposed dwelling would provide an indoor living area of an unsatisfactory size to the detriment of the residential amenity of future occupiers contrary to Policy 3.5 and Table 3.3 of the London Plan (2011) and Policy BE19 of the Hillingdon Local Plan: Part Two - UDP Saved Policies (November 2012).*
- 2. The proposal would fail to provide replacement parking for the existing dwelling 104 Tudor Road. As such, the proposal would be likely to result in additional on-street car parking, in an area where such parking is at a premium, to the detriment of highway and pedestrian safety, contrary to Policies AM7(ii) and AM14 of the Hillingdon Local Plan: Part Two - UDP Saved Policies (November 2012), the adopted Supplementary Planning Document HDAS: Residential Layouts and the Council's Parking Standards (Annex 1, adopted Hillingdon Unitary Development Plan, Saved Policies, September 2007).*
- 3. The first floor habitable room window in the existing dwelling, 104 Tudor Road, would allow direct overlooking of the private amenity space of the proposed new dwelling and the first floor rear elevation window in the proposed dwelling would overlook the rear garden of 104 Tudor Road resulting in an unacceptable loss of privacy to existing and future occupiers. The proposal is therefore contrary to Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.*

Although there has been a new local plan adopted since this decision notice was issued the Council did not object or raise concerns regarding garden land development or impact to the character and appearance of the area. This establishes a precedent for the utilisation of a garden land site for the provision of new housing and should be taken into consideration when assessing the potential impact to the character and appearance of the area.

Land Adjacent to 104 Tudor Road – 7295/APP/2013/1220



The Inspector disagreed with the Councils imposition of all 3 reasons for refusal and allowed the appeal. The Council may have a garden land policy in place which the proposed design accords with whereas they may not have at the time the application at No 104 was determined. However, there is a precedent set on this street allowed by PINS and which forms part of the character and appearance of the area.

As shown in the images below the design that has been adopted has been taken from the example case at 104. The front building lines align with the adjacent property and although the rear building is breached it is only a modest single storey rear outrigger. The street is lined with properties who have constructed various extensions resulting in differing building lines particularly to the rear of the properties.

In terms of the design of the building itself it is two storey with a hipped roof matching the height of the neighbouring buildings, the building has been set back to provide off-street parking to the front and set in from the side boundaries to ensure that the property does not appear cramped within its plot. A decent sized rear garden is proposed which would conform with the Local Plan standards.

7. Living Space Standards

The proposal is to build a 3-bedroom property which has been designed to accord with the national space standards in terms of overall floor area and bedroom sizes. Although the London Plan requires smaller areas of private amenity space to be provided, we recognise that the local plan requires at least 60 square meters to be provided. We have opted to provide in excess of 60 square meters in order to make sure occupiers have good levels of recreation space.

8. Transport

The PTAL Rating for this site is 2 and there are some bus routes within walking distance such as the H98 and the U4 which can be accessed at the end of Tudor Road.



Tudor Road is not subject to a formal parking restriction; there are no marked bays apart from 1 disabled bay. The London Plan supports car free development especially in sustainable locations. The PTAL rating is a useful measurement of the sites access to local bus and train services, shops and other uses for everyday living such as schools and health care. However, it does not always provide an accurate measurement for how sustainable location actually is.

The site is 10 minutes' walk from the Uxbridge Road and a secondary shopping area, Barra Hall Park is a similar distance. Rosedale College is located at the northern end of Tudor Road and Wood End Park School is located at the southern end of Tudor Road. There are various bus routes at either end of the road as well which provide access to Hayes Town Centre, Uxbridge Town Centre and links to Hayes Train Station. Based on these points the site should be considered in a more sustainable location than the PTAL rating suggests.

The London Plan sets maximum parking standards, for 3 bed houses in outer London locations up to 1 space should be provided. At the moment the existing property does not have access to an on-plot car parking space which means that occupants will be parking on-street.

For the proposed new house 1 new car parking space is to be provided off-street in the front garden. This accords with the London Plan.

In the event that the Council finds the absence of parking provision for the existing property unacceptable it should consider that the proposal does not seek to alter the existing parking arrangements for the existing property which are on street and provides adequate car parking for the new property. Also, it should consider the previous appeal decision at 104 which would have been determined in accordance with a higher level of parking standard compared with the London Plan which sets a maximum standard. The Council imposed a reason for refusal which was highway related and this was disregarded by PINS when allowing the appeal.

Cycle parking is to be located in the rear garden which is common where there is a limited number of new properties proposed and it is a dwelling not a flat.

9. Conclusion

The proposal presents an opportunity to redevelop a small windfall site and provide a new 3-bedroom house. Family sized housing is needed across London and this includes Hillingdon. Also, the Council is now unable to evidence a 5-year housing land supply meaning that there would need to be demonstrable harm demonstrated in order to refuse an application for new housing. The proposal does seek consent for a new housing to be built in a garden however there is already an established precedent for this in the street and the design complies with the Councils garden land policy. The application for a new house provides a number of key benefits with very limited harm and therefore should be supported.

