



DESIGN AND ACCESS STATEMENT

in support of

**Proposed New-Build Two-Bedroom Dwelling On
The Land Adjacent To 73 Glamis Crescent, Hayes,
UB3 1QB**

01.05.2025

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1.0 APPLICATION DESCRIPTION

This proposal seeks full planning permission for the demolition of an existing disused garage and the construction of a two-storey, two-bedroom residential dwelling within the curtilage of 73 Glamis Crescent, Hayes. The development aims to make efficient use of previously underutilised land while preserving the established character and continuity of the local streetscape.

1.1 Relevant Drawings

- 25_23_00 Location Plan
- 25_23_01 Existing Site Plan
- 25_23_02 Proposed Site Plan
- 25_23_03 Street Scenes
- 25_23_04 Proposed Floor Plans
- 25_23_05 Proposed Elevations
- 25_23_06 Proposed Timber Bin Store
- 25_23_07 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 toward the West of Glamis Crescent, a quiet residential street within Hayes, in the London Borough of Hillingdon, typified by two-storey semi-detached and terraced homes with consistent building lines and a cohesive residential character. The majority of properties on Glamis Crescent were constructed between 1912 and 1935, reflecting early-century architectural styles. 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The site currently contains an outdated and dilapidated garage structure, located to the side of No. 73.

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 generally set back from the road frontage in a uniform line. Most of the properties are two storey dwellings of a similar age, architectural form and height. The existing dwelling to which this land is attached, is a semi-detached house and there is an end of terrace dwelling of similar height to the immediate left of the development site.

The site is triangular in shape with a frontage of approx. 15.0m tapering toward the rear boundary fence. The depth of site on the left side is approx. 33.0m and the new dividing fence between this plot and no. 73 will be approx. 39.0m in length. The site area is approx. 245 sq. m.

The existing dwelling is positioned to left side of the plot and at an angle of approx. 45-degrees to the dwelling. The gap between the rear corner of the new dwelling and the boundary fence is 1.0m min. Likewise there is to be a minimum gap of 1.0m between the existing dwelling and boundary fence.

There is an existing hedge to the front boundary, the majority of which is to remain and there is a mature tree to the public footpath.

Access to the plot will be via an increased width of the existing vehicular crossover as shown on the application drawing.

2.3 Local Authority & Transport Links

The site falls under the jurisdiction of the London Borough of Hillingdon. It benefits from good public transport links, with bus routes nearby and Hayes & Harlington railway station within a reasonable 1 mile distance. Local amenities and schools are accessible by foot or public transport.

Rail: The nearest station is Hayes & Harlington, approximately 1.3 km away, 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.

Road: The area is conveniently located near major roadways, including the A312 and the A4020 Uxbridge Road. Additionally, junctions 3 and 4 of the M4 motorway are within close proximity, facilitating easy access to the broader motorway network.

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

In summary, Glamis Crescent 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

59695/APP/2023/2839: REFUSED

This application was refused on the grounds of non-compliance with the relevant standards. The reasons stated within are as follows;

- “By reason of its undersized internal space and undersized bedrooms with inadequate width and the lack of a double bedroom within the dwelling, the proposal would fail to provide satisfactory internal amenity space for future occupiers. It would therefore subject future occupiers to cramped internal living accommodation to the detriment of their amenities, contrary to Policy D6 of the London Plan (2021) and Policy DMHB 16 of the Hillingdon Local Plan: Part 2- Development Management Policies (2020).”
- “The new dwelling would fail to meet the requirements for a M4(2) accessible and adaptable dwelling as set out in Approved Document M to the Building Regulations (2015 edition), contrary to Policy D7 of the London Plan (2023).”

This application addresses these issues by providing both a double and single bedroom, each of which are compliant with the minimum sizes as stated within the NDSS, therefore ensuring full compliance with space and amenity standards. Additionally, this scheme has been revised and amended to ensure compliance with strict accordance to Approved Document M:4(2) to create an accessible and adaptable dwelling.

OTHER RELEVANT APPLICATIONS;

59695/APP/2014/3351: APPROVED

59695/APP/2004/2892: APPROVED

59695/APP/2004/1714: REFUSED

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, two-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. A small front gable will be positioned above the bay window, adding architectural interest and consistency with local design elements.

A private rear garden will be provided for the new dwelling, enclosed with a 2m high timber fence to ensure privacy and security.

Vehicular access to the property will be via the extended entrance, which is adequately sized to accommodate the parking of two standard vehicles.

4.2 Materials, Character and Appearance

The proposed materials will reflect those found in the local context—brickwork and tiled roofing—ensuring visual cohesion with neighbouring dwellings. 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

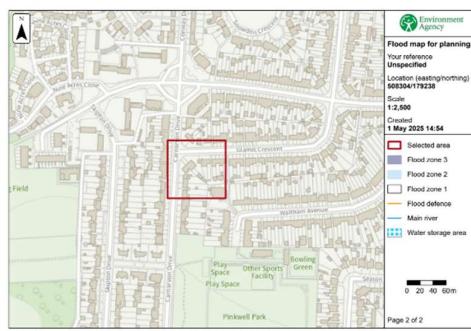
Provision has been made for secure cycle storage and screened refuse and recycling facilities, in accordance with local requirements.

4.6 Vehicle Access & Parking

Two off-street parking spaces are provided within the site boundary, using the existing dropped-kerb. Additionally, the existing dwelling is to have their drive extended to also allow for 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 of significance 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 site currently comprises hardstanding and a disused structure, offering limited ecological value. 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 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 addresses previously identified concerns regarding internal space standards and demonstrates high-quality design, sufficient parking, appropriate amenity provision, and minimal environmental impact. The development enhances the residential character of Glamis Crescent while making efficient use of brownfield land.