



Architectural Services & Energy Assessments

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## DESIGN & ACCESS STATEMENT

**80 NORTH ROAD  
WEST DRAYTON  
UB7 9LF**

Prepared by:  
RS Designs  
March 2025

Job Ref: RSD2330

Please read this report in conjunction with the drawings submitted as part of the Planning Application submission.

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## **1. Introduction**

This Design and Access statement has been prepared to accompany the planning application submission for the development of the application site. It describes the design intent for the above-named project, with regard to enhancing the residential use and suburban character of the site and area with a sympathetic design proposal. The proposal has been designed in accordance with the relevant Planning Policies to demonstrate that the scheme will have a beneficial outcome to the surrounding area. The proposal offers an opportunity to maximize underused land within the borough to provide much needed housing.

This application is for extensions to the existing dwelling to create an additional self-contained residential unit with associated amenity, parking, and refuse areas.

## **2. Site Location & Description**

The site is located east side of North Road, between West Road and Porters Way. The application site is in a well-developed residential area of west Drayton with the surrounding area predominantly characterised by private residential properties or flats.



The application site is approximately 410sqm. It comprises of a semi-detached house with a single storey rear extension, providing a total footprint of approximately 110sqm. It benefits from a large private garden to the rear and a front driveway with a dedicated drop kerb.

Given the location of the site to public transport links and shops, the size of the site and the scale and typology of the surrounding context buildings, we consider the application site provides a suitable location for development to provide additional housing to the area.

### **3. Planning History**

#### **Ref: 6307/APP/2017/3414 - Refused on 13.11.2017**

Part two storey, part first floor side/rear extension and porch to front

#### **Ref: 6307/APP/2017/4212 - Approved on 16.01.2018**

Part two storey, part single storey, part first floor side/rear extension and porch to front

#### **Ref: 6307/APP/2018/560 - Refused on 16.04.2018**

Two storey side extension, first floor rear extension, porch to front, conversion of dwelling to 1 x 2 bed and 1 x 3 bed dwellings and installation of vehicular crossover to front

#### **Ref: 6307/APP/2018/3855 - Approved on 24.12.2018**

Two storey side extension, first floor rear extension, conversion of dwelling to 1 x 2bed and 1 x 3 bed dwellings and installation of vehicular crossover to front

We seek permission for approval of the last approved application as it has now lapsed. The client had financial difficulties in developing the scheme approved in 2018, however they now intend to carry out the required works with the necessary consent in place.

### **4. Use**

The proposal is for extensions to the existing house to convert the property into 2 family dwellings. The proposed scheme has not altered from the previously approved application. The development will retain the residential use on site but convert the existing 3 bed unit into a 1 x 2 bed and 1 x 3 bed unit with sufficient family space and private amenities for each unit.

The proposal incorporates private amenity area and car parking space for both residential units, which meets the planning requirements.

The proposal will provide desirable sized residential units to optimise the potential of the site, while being sympathetic to the surrounding properties and area. The proposal seeks to enhance visual continuity of the principal façades of the existing site dwelling and street scene. Proposed external works will not cause any harmful impact to the existing site dwelling and street scene.

Given the shortage of housing and to provide best use of space, it is considered feasible to develop the land of the existing dwelling on site and provide an additional residential dwelling with associated parking, secure cycle storage, refuse and amenity space.

## **5. Amount**

The proposal provides functional and desirable spaces within the proposed residential unit.

The proposed residential usages and sizes have been designed to meet the required standards detailed in the relevant planning guidance including the national standards for housing quality, and the standards set out within Supplementary Planning Guidance.

The proposed residential unit comprises of;

Usage	Floor	Incorporation	Proposed Areas (m <sup>2</sup> )
80A North Road – 2 bed unit	Ground Floor	Living/Dining/Kitchen	30.0
		Bedroom 2	8.2
		WC	1.3
	First floor	Bedroom 1	12.0
		Study	5.7
		Bathroom	4.0
		<b>TOTAL</b>	<b>75.0</b>
		Rear garden	103.0
80B North Road – 3 bed unit	Ground Floor	Living/Dining/Kitchen	53.0
		Bedroom 1	13.5
		WC	1.3
	First floor	Bedroom 2	12.0
		Bedroom 3	10.0
		Bathroom	3.7
		<b>TOTAL</b>	<b>100.0</b>
		Rear garden	100.0

## **6. Scale, Layout & Appearance**

The proposed footprint of the proposed building has been carefully designed to suit the alignment of the existing layout and the neighbouring properties. The front façade aligns with the existing property and replicates a common design feature of side extension. The front forecourts are utilised for parking along with refuse & recycle store and the main entrance to each dwelling have been kept in line with the original dwelling. The rear of the development is in line with the neighbouring property to avoid any negative impact.

The proposed roof is pitched at upper levels and flat roof at single storey extension, this is a common characteristic found in the area, the design of the lower roof to the side extension is to provide a more subtle and subservient outlook.

The proposed dwellings have been designed to be sympathetic to the existing and neighbouring properties, as well as provide the required quantity and quality of residential space for the desirable units. The open plan living / habitable rooms are designed to incorporate as much daylighting as possible through the proposed windows without impacting on the privacy of the site surrounding.

New soft landscaping at ground floor level has been incorporated within the front & rear garden to introduce an amenity area for both units, in line with planning Policies.

There is provision of 3 car parking spaces for the residential units to the front of the site to allow easy access from the main road. The existing drop kerb on North Road will be extended in accordance with Highways guidance.

In terms of scale, the proposed scheme consists of enlarging the existing building to the rear and side while maintaining the form and features of the typical residential properties within the street, it will have an overall footprint of 123sqm.

The design of the proposed building has been well considered and has been proportioned to respect and minimize its impact to the immediate context. The building lines of the adjacent buildings have been strictly adhered to, to ensure that the proposal does not look out of place. The proposal sits no further forward than the existing building on site. We consider the scale of the development to be well proportioned and positioned in relation to the site's immediate context and it is not overbearing or out of proportion to the context. The coherent and strong design of the proposed building will benefit the street scene. The traditional architectural form sits comfortably within the street scene and enhances the architectural style using render finish walls and pitched roofs.

In terms of appearance, the proposed works will be respectful to the existing and neighbouring properties in terms of proportions, style and the types of materials used. Residential design elements including render and brick finish walls, tiled pitch roof, high quality double glazed windows and doors have been incorporated within the design to improve and enhance the elevations along the existing street scene, and create a uniform pattern of design and appearance in context with the existing site building. The works will be of a high standard and incorporate the use of high-quality materials that are sympathetic to the original fabric.

## **7. Landscape & Amenity**

There is provision of private amenity areas in the form of a rear garden for the residential units. This will create a desirable and practical environment for future occupants as well as enhance the residential environment of the surrounding properties. The main entrance to the dwelling will be accessible through hard and soft landscaping at the front of the property.

New external lighting will be installed. This lighting will allow safe passage when dark and provide a security measure, as necessary.

## **8. Access**

Main entrance to the units will be at the front, facing North Road. The front amenity space will be utilised for off-street parking similar to other properties on the street and would include 3 Car parking spaces per dwelling with a dedicated path for pedestrian access. A proposed extended crossover was approved by LBO Hillingdon Highways on 19.10.2018, please refer to Appendix 1. Post planning approval we will liaise with Highways to reinstate the quotation for the construction of Domestic Vehicle crossover.

In addition, the proposal includes the inclusion of secure cycle storage units located to the rear of the site to encourage future occupants to use this method of transport.

## **9. Refuse & Recycling**

The existing refuse/recycling storage and collection for the property will be maintained as per the existing arrangements and will be collected from the front of the property along North Road on the designated days by the local authority's waste management division.

Sufficient Refuse and recycling storage area has been provided for both units, within the amenity area and to close proximity to the proposed main entrances.

## **10. Sustainability**

Where possible all new materials required will be sourced from sustainable and local suppliers and stocks.

The development will be installed with latest energy efficient alternative light fittings. The new WCs will have 2 button flushes to reduce water usage, new kitchen appliances will be chosen for both energy and water efficiency.

Any waste of construction material would be disposed of to other sites for recycling and reuse or through local contractors that will be chosen for their recycling capability and local vicinity so as to reduce unnecessary mileage.

## **11. Conclusion**

The proposed conversion to create 2 units to the existing semi detached house on this site along with extensions would promote appropriate housing gain on an underused site in an established residential area while respecting the scale and character of neighbouring properties along North Road.

The scheme proposes an appropriate addition to the street scene with a sympathetic design, fenestration and roof massing and as such we hope the local planning authority are able to support this application, as they have done previously.

**APPENDIX 1**

**Quotation for the construction of a Domestic Vehicle Crossover - -19.10.2018**



**LONDON BOROUGH OF HILLINGDON  
HIGHWAYS RESPONSIVE MAINTENANCE**

**QUOTATION FOR THE CONSTRUCTION OF A DOMESTIC VEHICLE CROSSING**

Applicant:	Mr. Sagar Patel	Our Ref:	QKERB6538
House No.	187	Contact:	Bharat Patel
Address:	Carlton Avenue	Tel:	01895 250442
Post Code:	HA9 8QB		
Email:	info@rsdes.com		
Tel:	07957444257	Date:	19/10/2018

Dear Sir/Madam

Thank you for your enquiry regarding the cost of constructing a vehicle crossing to serve premises at:

**80 North Road**

A Tarmac Crossover extension of 5.3 metres wide has been approved and will be installed as marked on the pavement.

For carrying out the work of constructing a vehicle crossing to the same level as the adjoining footway, see attached plan.

Total Cost £1,107.00

***This quotation will remain valid for ninety days from the above date.***

**PLEASE NOTE:**

If the property to be served by the crossing has an existing drive or hard standing and this has been built to a level, which is higher or lower than that of the existing footway, no adjustment can be made to the height of the crossing. It will be the responsibility of the applicant to make necessary adjustments within the curtilage of the property.

If you wish to proceed with the construction please complete the acceptance form and return this with a daytime telephone number for card payments or alternatively attach a cheque made payable to the London Borough of Hillingdon with the acceptance form.

Yours faithfully

Bharat Patel  
Highways Engineer

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Proposed Construction Plan