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## DESIGN & ACCESS STATEMENT

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### 155 Granville Road, Hillingdon

A full planning application for the erection of a new 3-bedroom end-of-terrace dwelling at 155 Granville Road, Hillingdon, alongside the refurbishment and extension of the existing property

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## 1 Introduction

This Planning Statement supports a full planning application for the erection of a new 3-bedroom end-of-terrace dwelling at 155 Granville Road, Hillingdon, alongside the refurbishment and extension of the existing property. The proposal optimises underutilised land, enhances local character, and provides much-needed high-quality new and upgraded housing.

## 2 Site and Surrounding Context

### 2.1 Site Location

The site is located at the northern end of Granville Road, a quiet, closed-ended residential street at the junction at Windsor Avenue within the London Borough of Hillingdon. The street is characterised by 1930s terrace houses with consistent massing, brick and render finishes, and pitched roofs, typical of the area.

### 2.2 Site Description

- Plot Type: End-of-terrace on a corner plot.
- Contextual Features:
  - Small electricity substation lies to the rear, screened by fencing and vegetation.
  - Minimal traffic flows due to the closed-ended nature of Granville Road, creating a peaceful residential setting.
- Existing Dwelling: Three-storey brick and render terrace property, requiring full refurbishment to upgrade its dated finishes, inefficient layout, and substandard energy performance.
- Boundary Treatments: Enclosed by an existing brick wall with mature shrub borders to the rear. The existing garden contains mainly concrete paving, grass area and a garage to the rear.

## 3 Description of Development

### 3.1 Proposal

The application proposes:

- Construction of a new attached 3-bedroom, 6-person dwelling as an end-of-terrace unit.
- Design replication of the existing house to maintain terrace character and architectural features such as the front bay. We have looked at the architectural language of the street and feel our design maintains the character of the street in the best possible way whilst respecting the original dwelling.
- Insetting the new house by 1 metre from the site boundary at the narrowest point to retain openness.
- Retention of the existing brick boundary wall, with a new picket fence along the corner to enhance streetscape permeability and visual amenity.
- Provision of two dedicated off-street parking spaces per dwelling.

- Full refurbishment and sympathetic extension of the existing house to create an improved internal layout, enhanced living standards, and uplifted appearance.

### 3.2 Design Intent

The new dwelling has been carefully designed to reflect the character and architectural language of the existing property, replicating:

- Roof pitches and ridge heights
- Materials palette of brick, render, and tiled roof
- Window proportions, sill and lintel details
- Eaves depth and verge treatment
- Bay to the front replicated
- Maintaining style and character of original house

This approach ensures the terrace maintains its cohesive built form and historic aesthetic integrity.

### 3.3 Areas

The Housing Standards Minor Alterations to the London Plan (March 2016) set out minimum internal floor spaces required to ensure an adequate level of amenity.

Policy BE23 of the Hillingdon Local Plan (Nov 2012) requires external amenity space sufficient to protect occupant amenity.

Using Hillingdon's standards, the proposal complies with space requirements as below:

	<b>London Space Standards in sq m (Hillingdon HDAS-LAY)</b>	<b>Existing dwelling (155 Granville Road) 3 BED 3 storey 6 person  Area in sq m</b>	<b>New build house (157 Granville Road) 3 BED 3 storey 6 person  Area in sq m</b>
GIA Total	84.0	143	126
GIA Ground floor		66	55
GIA 1 <sup>st</sup> floor		53	50
GIA Loft		24	21
Bedroom 1	11.5 2.75m wide	19	14
Bedroom 2	11.5 2.75m wide	16	16

Bedroom 3	11.5 2.75m wide	19	12.5
Bathroom 1		4.4	4.6
Bathroom 2		4.4	3.3
Bathroom 3		3.3	5.0
Hallway 1 <sup>st</sup> floor		4.3	5.4
Living room		15	12
Kitchen /Dining		32	29
Storage ground floor		2.1	2.1
Storage 1 <sup>st</sup> floor		xx	xx
Hallway ground floor		9.1	8.9
Ground floor shower room		5.5	3.6

  

<b>Garden Area in sq m</b>	<b>London Space Standards (Hillingdon HDAS-LAY)</b>	<b>Existing dwelling (155 Granville Road) 3 BED 3 storey 6 person  Area in sq m</b>	<b>New build house (157 Granville Road) 3 BED 3 storey 6 person  Area in sq m</b>
Total Garden Area	60 (60) for 2/3bed	97	99
Front garden		36	39
Rear garden		61	60

Both gardens exceed Hillingdon's minimum standard of 60 sqm for 2–3 bedroom dwellings.

#### 4 Access and Parking

Access to the front of both the existing and proposed property is to the front from Granville Road. The driveway access for the new property will be off via a dropped curb on Windsor Avenue.

The development will include for each property, secure, covered storage for 4 bicycles in the rear gardens. Access to the bin and cycle storage will be located discretely to the rear of each property with no bins able to be seen from the street view.

The location provides good public transport links and is within a 15-minute walk to Hillingdon

Underground Station. The main centre in Hillingdon Is Long Lane, it is within a 5-minute walk and Uxbridge shopping centre is accessible via bus routes and tube.

#### **4.1 Vehicular**

- Policy AM15 of the Hillingdon Local Plan relating to New development and car parking standards requires two parking spaces for these properties with a minimum size of 2.4m x 4.8m

There will be car parking spaces for two cars for each of the existing and proposed properties on the front and or rear driveway. As the proposal is away from the town centre parking is required. There is no existing dropped-kerb access and an application post-permission to the TMO would be necessary under S184 of the Highways Act 1980 to request dropped-curbs. The sizes of parking spaces comply with the Vehicular requirements at 2.4m x 4.8m. There is further parking available on the road. The development would not affect the existing car parking arrangements on the road and may alleviate on-road demand.

The proposal will therefore have a minimal and insignificant impact on the adjoining highway in terms of capacity, safety and neighbouring amenity.

#### **4.2 Pedestrian**

The main pedestrian access to the new and existing dwelling will be located to the front of the property. The private gardens at the rear of the existing property and the new property can be accessed through the property itself and also via pedestrian access to the rear.

#### **4.3 Waste**

- HDAS-LAY Residential Layouts, Hillingdon Design and Access Statement Paragraph 4.40 Waste Management which specifies that there should be adequate and appropriate space for waste and recycling facilities.

The provision for the bin stores to be covered and located discretely in the rear garden of each of the properties, catering for three bins per property.

### **5 Landscaping Strategy and Plan**

The garden area is currently laid to lawn with no shrubs along the borders with two hard landscape areas for parking and a patio to the rear. The proposed strategy is to redo the hard landscaping for parking and to retain as much of the mix of lawn and borders at front, side and rear. It is intended that by lowering the fence line around the side of the property a more open and appealing visual appearance will be created on the corner plot from the road.

The hard landscaping for parking for 4 vehicles will need to be created at the front and rear of the property.

The intention is to remove the current hoarding and replace this with a much lower 1.2m fence to

provide a much better open visual appearance to the corner site, and meeting safety requirements.

Each property's rear garden will comprise a decking/patio area from the dining rooms. The gardens will be laid to lawn with shrubs and perennial plants in borders at the side and rear. This will provide low maintenance areas.

There are currently no trees in the garden space, shrubs that need to be removed will be replaced with similar or more appropriate.

Refuse and Cycle storage areas will be discretely placed within the rear of the properties to provide ease of access and security.

The existing garage to the rear of the existing house will be removed to ensure compliance with target garden areas.

## **6 Planning Policy Context**

### **6.1 National Planning Policy Framework (2021)**

- Section 5 – Delivering a Sufficient Supply of Homes:  
Optimises urban land in a sustainable location, supporting housing targets and efficient land use.
- Section 12 – Achieving Well-designed Places:  
Integrates seamlessly into its context, demonstrating design quality and sensitivity to local character while enhancing the streetscape.

### **6.2 The London Plan (2021)**

- Policy H1 – Increasing Housing Supply:  
Supports small-scale intensification in established residential areas.
- Policy D3 – Optimising Site Capacity:  
Maximises capacity while respecting built form, street hierarchy, and amenity.
- Policy D4 – Delivering Good Design:  
Applies a contextual design approach replicating terrace features.
- Policy D6 – Housing Quality and Standards:  
The new dwelling exceeds the minimum GIA (93m<sup>2</sup>) for a two-storey, 3-bedroom, 5-person house.  
Private amenity spaces for both dwellings exceed minimum standards.
- Policy T6 – Car Parking:  
Two off-street parking spaces per dwelling align with outer London standards.

### **6.3 Hillingdon Local Plan: Part 1 – Strategic Policies (2012)**

- Policy BE1 – Built Environment:  
Delivers high-quality design, improving the existing dwelling and integrating the new dwelling seamlessly.

### **6.4 Hillingdon Local Plan: Part 2 – Development Management Policies (2020)**

- Policy DMHB 11: Design replicates terrace scale, form, and detailing.
- Policy DMHB 12: Picket fence improves public realm and pedestrian experience.
- Policy DMHB 14: Minimal vegetation removal with proposed front and rear landscaping.
- Policy DMHB 16: All habitable rooms meet or exceed London Plan minimums.
- Policy DMHB 18: Garden areas exceed standards for family housing.
- Policy DMT 2: No adverse highways impacts due to low traffic.
- Policy DMT 6: Off-street parking prevents on-street demand.
- Policy DMEI 10: Sustainable drainage and water-efficient fittings included.

## **7 Design and Access Considerations**

- Character: Retains terrace typology and features.
- Scale and Massing: In line with adjacent dwellings, with roof ridge continuation.
- Materials: Matches existing property precisely.
- Layout: Inset 1 metre to retain openness and mitigate bulk impact.
- Boundaries: Existing brick wall retained with new picket fence to enhance corner openness.
- Parking: Dedicated off-street spaces for each dwelling.
- Access: Level thresholds and ground floor WC in the new dwelling to meet Building Regulation M4(2).
- Refurbishment: Modernises the existing house to improve layout, energy performance, and streetscape contribution.

## **8 Precedent Developments**

Numerous similar corner plot extensions or new builds exist nearby, including:

- 28, 48A, 70, 86, 105 Windsor Avenue
- 21, 23, 63, 65 Victoria Avenue
- 1, 3, 43 Victoria Avenue
- 4 Ryfield Road

These precedents demonstrate established local support for infill developments and extensions of this nature.

## **9 Sustainability**

The development integrates a comprehensive range of sustainability measures:

- High-performance insulation and glazing to enhance thermal efficiency.
- Sustainable drainage systems (SuDS), with green roofs absorbing rainfall and water-efficient landscaping reducing mains water demand.
- Dedicated electric vehicle (EV) charging infrastructure for each unit.
- Mechanical Ventilation with Heat Recovery (MVHR) systems to optimise energy use and maintain indoor air quality.
- Smart building systems enabling residents to monitor and manage energy consumption via integrated controls.



These features align the development with local and national environmental targets, ensuring a low-impact, climate-responsive scheme.

## 10 Rainwater Drainage Strategy

The surface water management strategy for the proposed development incorporates sustainable drainage measures designed to reduce surface water runoff, encourage infiltration, and promote water reuse on site. The key elements of the strategy include:

### 1. Rainwater Harvesting and Soakaway System

All rainwater generated from the new dwelling's roof will be captured and initially diverted into water butts located on-site. These water butts will serve a dual purpose:

- Rainwater storage for use in garden irrigation, reducing the demand for mains water.
- Flow attenuation, slowing the rate of runoff entering the wider drainage system.
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Once full, excess water will overflow from the water butts into a soakaway system located at the rear of the garden. The soakaway is designed to promote infiltration of surface water into the ground, supporting sustainable drainage and reducing reliance on the existing drainage network.

The existing blockwork in the driveway is to be removed and replaced with a resin-bound permeable SuDS-compliant surfacing. This material will:

- Allow direct infiltration of rainfall through the surface into the ground beneath.
- Reduce surface water runoff.
- Help offset the impermeable footprint introduced by the new dwelling.

This approach will enhance the permeability of the plot, increase resilience to heavy rainfall, and support local groundwater recharge.

## 11 Accessibility

The new build house meets the new M4 requirements for accessible and visitable dwellings including:

M4(1) – Visitable Dwellings (Mandatory for all new dwellings)

This is the minimum standard that all new homes must meet by default. It ensures that a person with limited mobility can visit the dwelling.

Key features:

- Step-free access to the principal entrance (or a reasonable alternative)
- We have achieved this by creating a ramp up to both the new dwelling and old house which will be integrated into the driveway, giving flush access from the parking spaces as well.

- Level thresholds at entrance doors
- New entrance door will be 1m wide and will be flush with the ramp into the house.
- Sufficiently wide doorways and circulation space for a wheelchair user to enter and reach a living area and WC.
- All new internal doors will be 850mm wide which is sufficient.
- A ground floor WC
- Both houses have a ground floor WC. A ground floor shower room has been integrated into the new dwelling. The utility in the existing house can be replaced with a shower if required.

#### M4(2) – Accessible and Adaptable Dwellings

M4(2) dwellings are designed to be more accessible and capable of being adapted for future needs (e.g., for aging residents).

Key features:

- Step-free access to the dwelling from the street or parking area
- Wider internal doors and hallways
- Living accommodation and a WC at entrance level
- A future-proofed bathroom that can be adapted (e.g. for a level-access shower) – the ground floor WC is able to be adapted.
- Structural provisions to support future stairlifts or hoists – structural provision will be made in the first floor bedrooms to allow for a lift if required.

## 12 Conclusion

The proposed development represents an appropriate and sustainable intensification of an underutilised site, by:

- Delivering a high-quality new family dwelling
- Preserving and enhancing Granville Road's character
- Meeting all national, regional, and local planning policies
- Improving accommodation standards for the existing house
- Enhancing landscaping and streetscape permeability
- Generating no adverse highways, amenity, or environmental impacts
- Meeting M4 requirements for Hillingdon council on both the new and existing dwellings

This proposal, we believe, meets all the requirements of Hillingdon Council's planning policies. It takes a rundown and underutilised property at the end of Granville Road, which is in need of complete renovation, and transforms the existing house into a modern, usable, accessible layout, which will serve as a 3-bedroom, 6-person home. The property maintains the 2 parking spaces and a garden area of 60m<sup>2</sup>, all within the parameters of a new-build dwelling.

The proposed new build replicates the architecture and design of the existing house without taking away from its original features. This too has 2 parking spaces and meets all the new requirements with a modern, usable layout and 60m<sup>2</sup> garden. The plot is to be re-landscaped so that the current hard-landscaped front garden is replaced with a

SuDS-compliant resin driveway with shrub borders. The wall to the side is reduced so the site looks and feels more appealing when walking around the corner of the road. Overall, we feel and demonstrate that the plot has enough space for a new dwelling to the side of it and creates a new family house, in a residential area where these kinds of houses are required, on land that would otherwise be underutilised.

This proposal has very little impact on the neighbouring properties, as it is a corner plot, and the existing house is already a terrace. The extension to the rear of the existing house is at the same depth as the neighbouring properties. The first floor has been strategically placed so it does not overshadow the adjoining neighbours at 153 Granville Road. We feel the development will be a positive addition to the area and Hillingdon's housing stock.

Accordingly, it is respectfully requested that planning permission be granted.