

Design and Access Statement

163 LANSBURY DRIVE, HAYES, UB4 8RR

Proposal : Change of use from one Class C3 (dwellinghouse) into 2 x self-contained flats (1 x 1-bed and 1 x studio), to include a separate amenity place, cycle storage, and bins. Erection of part single storey, part double storey rear extension, rear dormer, roof lights to the front, and a front porch, following the demolition of an existing outbuilding.

Current Application:

Minor amendment comprising a small first-floor rear infill extension to the previously approved scheme.

1. Introduction

This Design and Access Statement has been prepared in support of a planning application for a minor amendment to the previously approved development at 163 Lansbury Drive, Hayes.

Planning permission has already been granted under application reference 76386/APP/2026/1031 for the conversion of the existing dwelling into two self-contained flats together with associated extensions and external alterations.

The current proposal seeks consent only for a modest first-floor rear infill extension. The approved use, accommodation schedule, access arrangements, parking, cycle storage, refuse storage, private amenity space and all other approved elements remain unchanged.

2. Site and Surroundings

The application site comprises an existing two-storey semi-detached residential property situated within an established residential area characterised by similar family dwellings of varying architectural styles. The surrounding properties have generally been extended over time with a



mixture of single-storey rear extensions, two-storey rear additions, loft conversions and dormer extensions, reflecting the evolving character of the area.

The site benefits from existing access directly from Lansbury Drive together with private rear garden space.

3. Planning Background

Planning permission was granted under application reference 76386/APP/2026/1031 for:

- Change of use from one Class C3 dwellinghouse into two self-contained flats;
- Provision of private amenity space;
- Cycle storage;
- Refuse and recycling storage;
- Part single-storey and part two-storey rear extension;
- Rear dormer extension;
- Front rooflights;
- Front porch;
- Demolition of the existing outbuilding.

The principle of the residential conversion and associated extensions has therefore already been established.

The current application seeks approval only for a minor design amendment.

4. Design

Existing Approved Scheme

The approved development provides two high-quality residential units within the existing building and approved extensions.

The proposal includes suitable external amenity space, secure cycle storage and refuse storage in accordance with the Council's residential standards.



Proposed Amendment

The only alteration proposed is a small first-floor rear infill extension. The extension has been carefully designed to integrate with the approved rear elevation and will:

- Maintain the overall architectural appearance of the approved development;
- Be subordinate to the host dwelling;
- Match the existing and approved materials;
- Preserve the established roof form;
- Result in a modest increase in internal floor area only.

No changes are proposed to:

- the number of residential units;
- dwelling mix;
- building height;
- footprint at ground floor;
- access arrangements;
- parking provision;
- cycle storage;
- refuse storage;
- private amenity areas.

5. Scale and Appearance

The proposed rear infill extension is limited in scale and represents a logical continuation of the previously approved rear addition.

The extension has been designed to appear as an integrated part of the building rather than an incongruous addition.

External materials, brickwork, roof finishes, windows and detailing will match those approved under the previous planning permission to ensure a consistent appearance.



6. Impact on Character

The proposed amendment will have no material impact on the character or appearance of the street scene, as the extension is located entirely to the rear of the property.

The modest nature of the extension ensures that the overall scale and massing remain consistent with the approved scheme and the prevailing built form within the surrounding residential area.

7. Residential Amenity

The proposed amendment has been designed to minimise any impact on neighbouring occupiers.

Given its limited scale and position, the extension will not result in any material increase in:

- overlooking;
- loss of privacy;
- overshadowing;
- loss of daylight;
- visual intrusion.

The approved relationship with adjoining properties remains substantially unchanged.

8. Access

There are no changes to the approved access arrangements.

Pedestrian access will continue to be provided via the existing entrance from Lansbury Drive.

The internal layout remains suitable for residential occupation and continues to provide safe and convenient access for future occupants.

9. Inclusive Design

The proposal retains the approved inclusive design principles.

The ground-floor accommodation continues to benefit from level access

from the front entrance, while circulation within the building remains unchanged from the approved scheme.

10. Sustainability

As with the approved development, the proposal makes efficient use of an existing residential building through modest intensification without requiring additional land.

The development continues to make effective use of existing infrastructure while providing modern residential accommodation within a sustainable urban location.

11. Conclusion

The proposed first-floor rear infill extension represents a minor amendment to the development already approved under planning reference 76386/APP/2026/1031.

The amendment does not alter the approved residential use, number of units, access arrangements, parking, cycle storage, refuse storage or amenity provision.

The extension is modest in scale, sympathetic to the host property and will not result in any material harm to the character of the area or the amenities of neighbouring occupiers.

Accordingly, the proposal is considered to comply with the relevant policies of the Hillingdon Local Plan, the London Plan and the National Planning Policy Framework and is respectfully recommended for approval.

