

## DESIGN AND ACCESS STATEMENT

Land adjacent to 2A North Hyde Road, Hayes  
Proposed 2-bedroom Dormer Bungalow

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<b>Revision</b>	1

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# 1. Existing Site

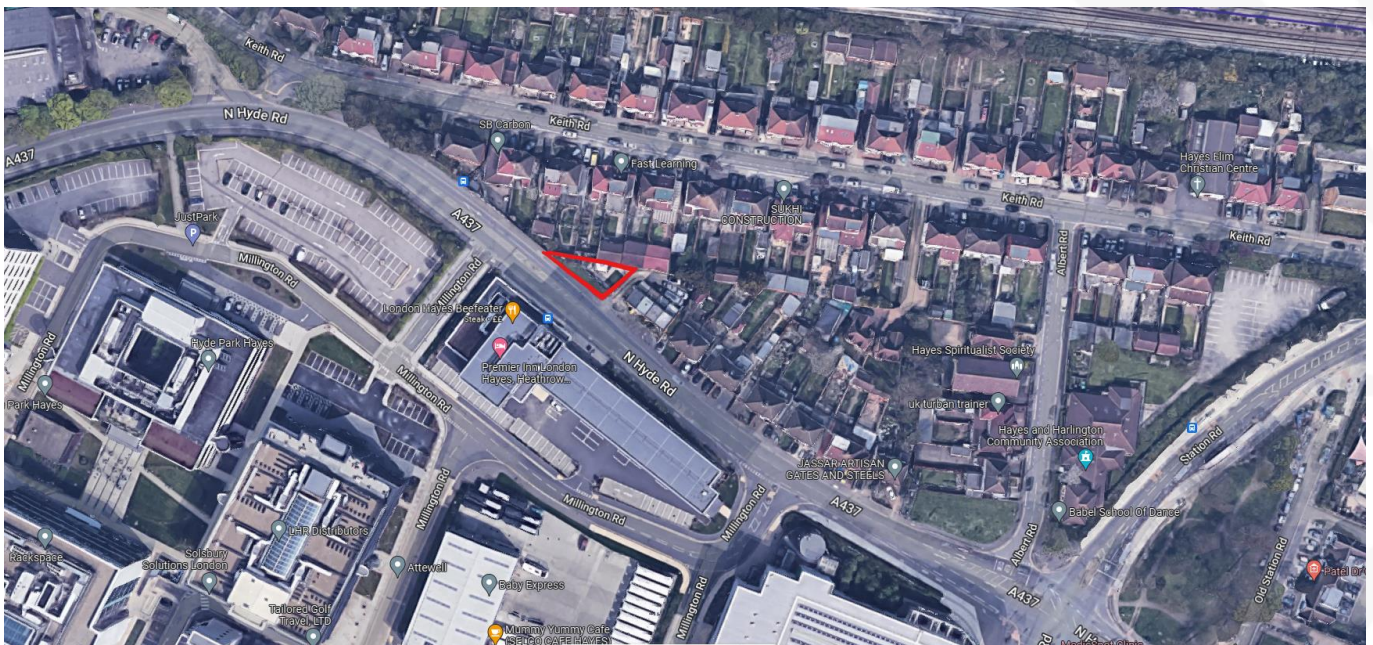
The application site is located on the north side of North Hyde Road, between its junctions with Station Road to the east and Dawley Road to the west. It is a parcel of land to the West of No2A North Hyde Road, which is part of a terrace of 4 townhouses.

The majority of the application site is owned by the applicant, who also owns and resides in No2A North Hyde Road. A verge strip along the pavement is owned by London Borough of Hillingdon Council.

The applicant's parcel of land is currently bound with a timber fence with gate access from the shared access road to the East of the application site.

The application site is currently used as an additional garden space by the applicant, but was acquired with the intention to develop. The application site is triangular in shape measuring approx. 30m in width and 16m deep at the widest point and is relatively level. The application site area is approx. 197sqm.

The area is mixed use in character with a mix of pre- and post-war semi-detached and terraced properties on the north side of this part of North Hyde Road and mainly commercial development on the south side of this part of North Hyde Road including a Premier Inn hotel and an Asda supermarket. The adjacent terrace of 4 townhouses (2A – 2D North Hyde Road) are split level 3 storey ex-Local Authority properties. The hotel is 4-storeys high. The immediate area has a very varied architectural character.





## 2. Heritage and Conservation Area

The property is not listed and does not fall within a Conservation area.

## 3. Planning History

Pre-application advice was sought in October 2021 in relation to the redevelopment of this site. A copy of the advice is submitted with this application.

A submit application (ref: 76590/APP/2022/1833) was refused on 2 August 2022. A copy of the decision notice is submitted with this application.

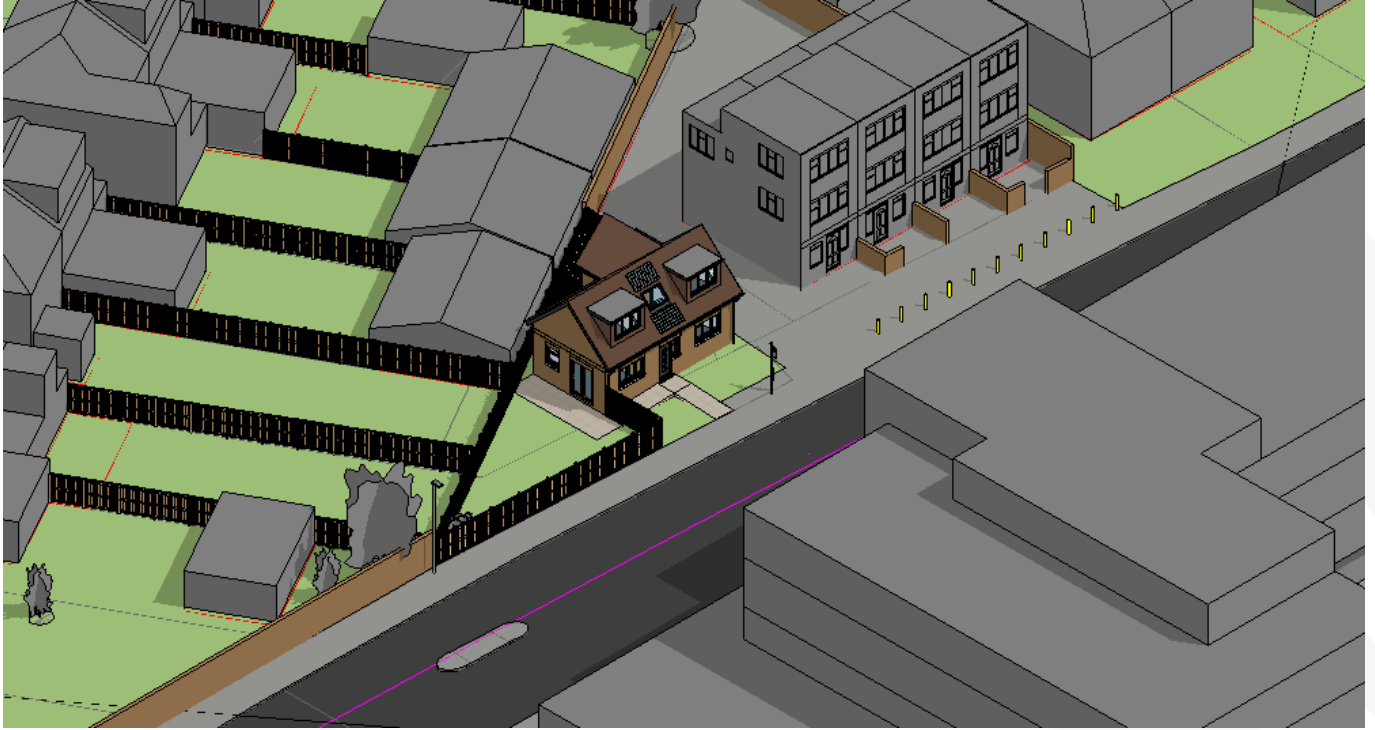


## 4. Proposal

The proposals seeks to erect a 2-bedroom detached dormer bungalow.

The proposed dwelling has a total GIA of 82sqm and private amenity space measuring 99sqm.

This is a revised scheme which seeks to address the issues raised in the previously refused application.



## 5. Planning Policy

The application has been developed with due regard to the following local and national planning policy:

- The Local Plan
- National Planning Policy Framework 2021
- The London Plan 2021
- Local Policies
  - o DMH6 – Garden & Backland development
  - o DMHB 11 – Design of New Development
  - o DMHB 12 – Streets & Public Realm
  - o DMHB 14 – Trees and Landscaping
  - o DMHB 16 – Housing Standards
  - o DMHB 18 – Private outdoor amenity space
  - o DMEI 9 – Management of flood risk
  - o DMHD 1 – Alterations & Extensions to Residential Dwellings
  - o DMT 1 – Managing Transport Impacts
  - o DMT 2 – Highways Impacts
  - o DMT 6 – Vehicle Parking
  - o LPP D3 – Optimising site capacity through the design led approach
  - o LPP D6 – Housing quality and standards
  - o LPP D8 – Public realm
  - o LPP GG4 – Delivering the homes London needs
  - o LPP H1 – Increasing housing supply



## 6. Design and Materials

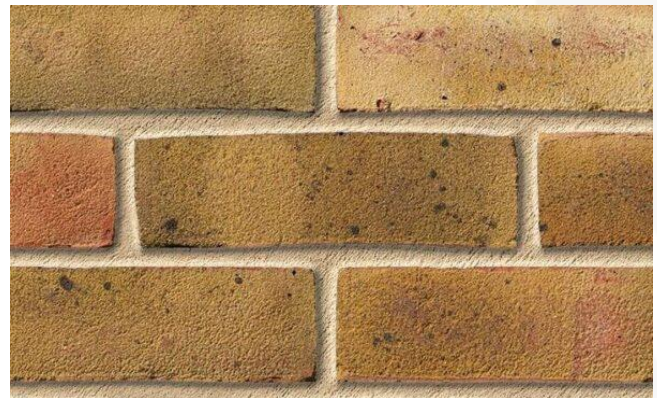
One of the reasons for the previous application being refused related to the '*isolated position, height, excessive width and bulky frontage*' of the proposed dwelling.

As such, the proposed dwelling has been re-designed as a dormer bungalow to minimise the scale, bulk and height.



The proposed dwelling is roughly L-shaped in plan and measures approx. 9.1m wide and 7.1m deep at the deepest point and 5.1m at the shallower part. The plan shape optimises the use of the site whilst aiming to harmonise with the street scene. The footprint of the building (GEA) is 54sqm and equates to only 27% of the overall site area of 197sqm demonstrating that the revised design is neither cramped nor over-developed. Additionally, the footprint of the proposed dwelling is similar to a number of the existing outbuildings in the rear gardens of the properties on Keith Road.

The surrounding area is very mixed comprising pre- and post-war semi-detached and terraced houses on the North side of the road and large commercial buildings on the South side, namely the Premier Inn hotel and Asda superstore. As such, there is no clearly defined architectural identify. However, the proposed dormer bungalow has traditional proportions and features to sit comfortably in the street scene.



The only first floor windows are front facing to avoid overlooking to the properties or gardens of Keith Road to the rear. Windows and doors are proposed to be anthracite grey framed uPVC with a composite front door. Windows will have soldier course lintels and smooth concrete sills. Anthracite grey uPVC fascias, soffits, gutters and downpipes are proposed.

The front elevation (facing North Hyde Road) has been setback from the pavement by approx. 4.5m and is only 0.8m forward of the front elevation of the adjacent townhouses.

Whilst the front elevation is forward of the adjacent townhouses of 2A-2D North Hyde Road, the frontage aligns with the front elevation of 2 and 4 North Hyde Road.

The roof form is gable ended, with an intersecting roof over the rear projection. To the front of the roof, there are two flat roof dormers with a proprietary rooflight positioned centrally.



It is proposed to install solar PV panels above and below the rooflight on the front (south facing) roof slope.

It is proposed to enclose the private amenity space behind a timber fence along the boundary with the pavement. This will continue the line of the existing walls at the rear of the gardens of Nos 56 – 68 Keith Road.

A space is provided for refuse and recycling as well as secure bicycle storage is also proposed.

The proposed dwelling is proposed to be highly efficient and sustainable to includes features such as air source heat pumps, whole house mechanical ventilation heat recovery and a solar PV array.

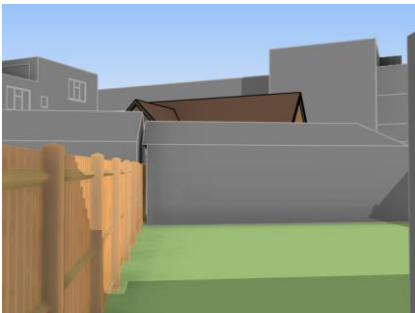
Ground Floor	SQM	First Floor	SQM
Living Room	13.1 m <sup>2</sup>	Bedroom 1	11.1 m <sup>2</sup>
Kitchen / Dining	14.9 m <sup>2</sup>	Bedroom 2	10.1 m <sup>2</sup>
Utility	5.8 m <sup>2</sup>	Bathroom	3.0 m <sup>2</sup>
Hall	7.7 m <sup>2</sup>	Landing	5.5 m <sup>2</sup>
WC	1.7 m <sup>2</sup>		<b>35.1 m<sup>2</sup></b>
	<b>43.1 m<sup>2</sup></b>		
<b>TOTAL NIA</b>			<b>72.8 m<sup>2</sup></b>
<b>TOTAL GIA (Inc loft)</b>			<b>82 m<sup>2</sup></b>



## 7. Amenity

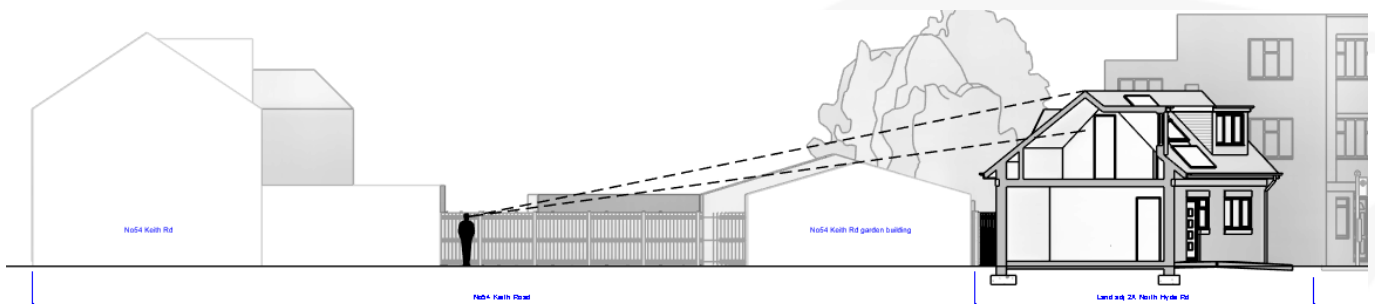
The proposals have been designed to ensure the amenity of the neighbouring properties is respected and in particular so that there are no issues of overlooking or loss of privacy. There are no first floor side or rear-facing windows.

The building is approx. 5.5m away from the side flank elevation of the townhouses of 2A-2D North Hyde Road (The applicant owns and resides in No2A). There are no existing side facing windows to No2A North Hyde Road at ground level. There are side facing windows at 1<sup>st</sup> floor (kitchen) and 2<sup>nd</sup> floor (bathroom and 2 bedrooms) levels. The 1<sup>st</sup> floor kitchen also has a larger front (south-facing) window. The 2<sup>nd</sup> floor windows are above the level of the proposed dwelling, and also have the benefit of other front or rear facing windows. As such, the proposed dwelling would not have a significant adverse impact upon the amenity of No2A.



*View from No54 Keith Road    View from No56 Keith Road    View from No58 Keith Road*

The Northern rear corner of the proposed dwelling is approx. 24m to the nearest principal rear elevation of the dwellings on Keith Road. A number of these properties also have single storey rear extensions, with the nearest being approx. 18m away from the North rear corner. Many of these properties also have outbuildings at the end of their gardens. As such, the proposal would have no adverse impact upon the outlook or cause a loss of light to the properties on Keith Road, with only a small portion of the roof visible from the gardens beyond the outbuildings.



The proposed dwelling will have a useable private garden amenity space measuring 99sqm including the area of refuse / recycling storage and bicycle storage. Additionally, there is an open frontage to the pavement.

Although the application site is in the ownership of No2A Hyde Park Road and is currently used by the owner as their private amenity space, the plot was acquired with the intention of development. Nos 2A-2D originally had no private amenity space. As such, we do not consider the proposed dwelling to result in the loss of any private amenity space to existing dwellings.



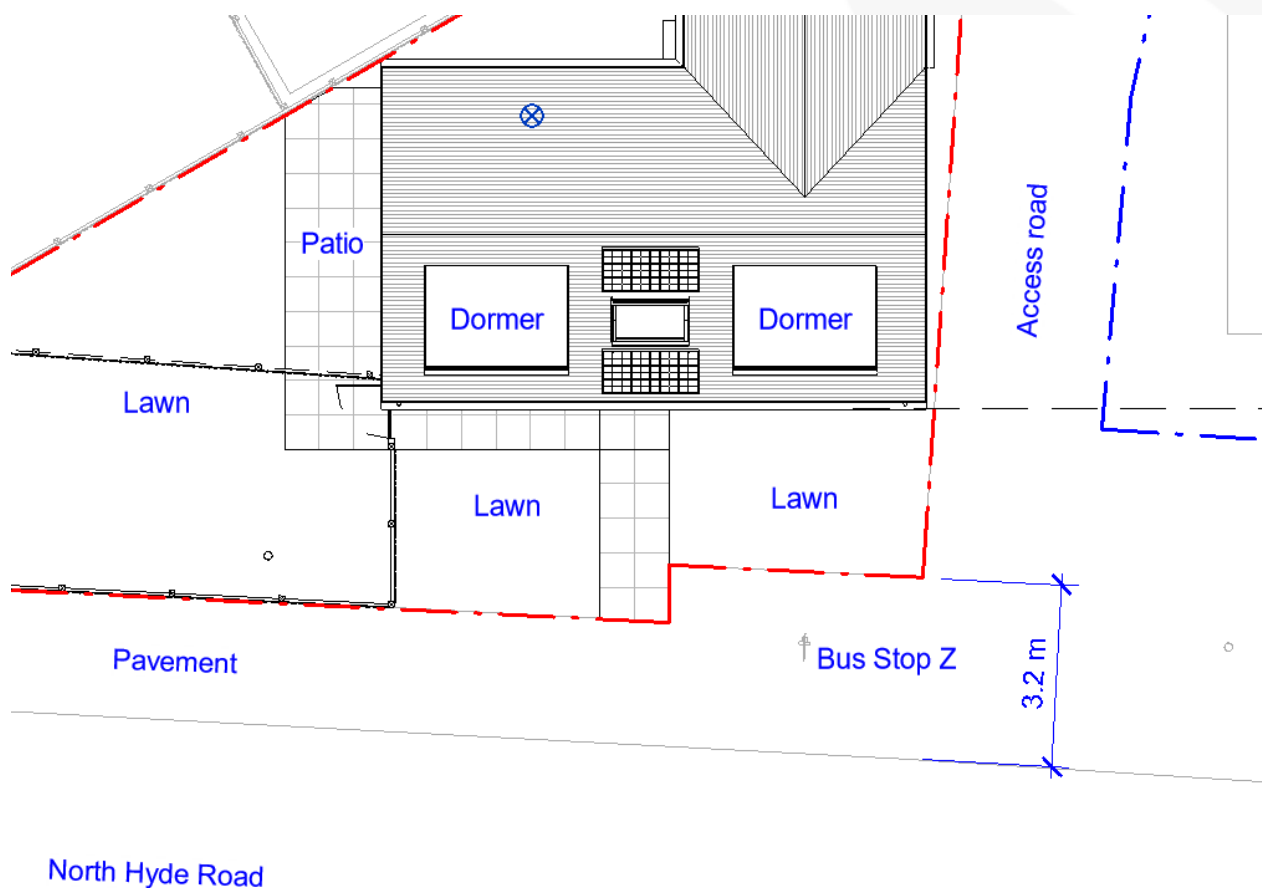
## 10. Transport

One of the reasons for the previous application being refused related to the proximity of the bus stop positioned to the front of the proposed dwelling.

More specifically, the reason given was as follows:

*Those waiting for a bus would have to wait on the narrow public footpath, reducing its usability and purpose as a footpath. Alternatively, they would have to wait on the main road, creating a hazardous environment for the sites car users, car users of the local highways network and bus drivers. Bus users waiting on North Hyde Road (or pedestrians going on the road to avoid those waiting for buses on the footpath) would increase the chances of traffic build up and congestion as car users would have to stop to avoid collisions with them. It is therefore considered that the proposed development would create a hazardous and dangerous environment for all, whilst increasing the chances of traffic and vehicle congestion on North Hyde Road and failing to integrate with the Borough's bus service provisions.*

The bus stop in question is Bus Stop Z serving only the U5 bus route to Hayes & Harlington Station. This bus stop is also the penultimate stop before the bus terminates at Hayes & Harlington Station bus stop L, which is a 2 minute journey (or a 5 minute walk). As such, this bus stop is very rarely used by persons waiting to board the bus, but rather used by persons disembarking the bus. Additionally, the existing pavement in this location is approx. 2.2m wide. However, as part of the proposals, the boundary and hardstanding is proposed to step-in adjacent to the bus stop to create a waiting area, if needed.



## 11. Waste & Refuse

A space is proposed to the rear for the following:

- 1 x general waste wheelie
- 1 x dry recycling wheelie bin
- 1 x garden waste wheelie bin
- 1 x food caddy

The proposals will have no impact upon the refuse and recycling collections to the existing townhouses.

## 12. Trees and Ecology

The application site does not contain any significant biodiversity. There are no trees or shrubs on the site or within falling distance of the proposed dwelling.

There will be no impact to the biodiversity as a result of the application.

It is proposed to plant low level planting with a range of shrubs, grasses to the base of the walls to the front and side elevations facing the highway.



### 13. Sustainability

The proposal will exceed the requirements of the current building regulations including measures to minimise heat loss and conservation of energy. The extensions will incorporate the following measures to reduce the carbon footprint of the proposal:

- Air source heat pumps providing heating and hot water
- whole house mechanical ventilation heat recovery (MVHR)
- Solar PV array
- EV car charging point
- Highly insulated floors, walls, roofs, doors and windows
- Good levels of natural lighting
- Low energy light fittings
- Energy efficient appliances
- Low water consumption fittings

New gutters and downpipes will discharge into the existing surface water drainage. The proposal would not adversely affect surface water, drainage or flood risk in the locality.

## 14. Conclusion

This document demonstrates that the re-designed proposed dwelling addresses the issues and concerns raised at Pre-App and in the previously refused application.

More specifically, the re-designed dormer bungalow significantly reduces the bulk and scale of the property compared with the previous application in order to integrate with the surrounding area. The proposed dwelling will have no rear facing windows at first floor facing the properties on Keith Road, and the bungalow design will not have an overbearing appearance from Keith Road, or harm the outlook from the same.

Additionally, the frontage has been re-designed to create an enlarged pavement hardstanding next to the bus stop, despite the stop serving only one bus route and being the penultimate stop before the bus terminates at Hayes & Harlington Station.

The proposed dwelling would provide high quality housing meeting all space and amenity requirements. It is considered that the proposals would accord with the current local and national planning policy in respects of protecting the amenity of the neighbouring properties in respect of overlooking, loss of light or shadowing.

In light of the above, we would ask the Council to look favourably upon this application.



**ASPECT**  
CONSULTANTS