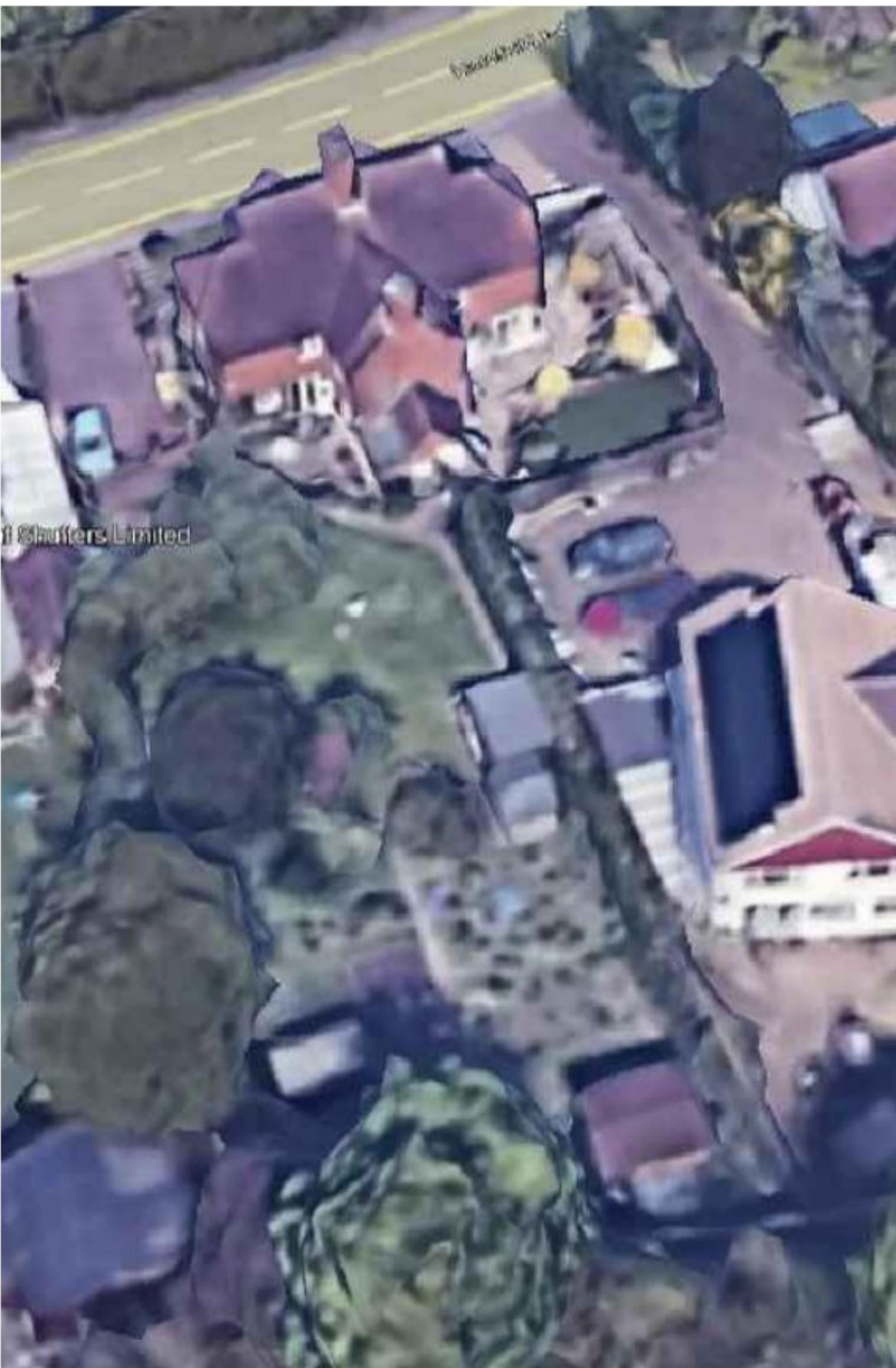

**Site at rear of
164 Harefield Road, UB8 1PP**

Design and Access Statement
September 2025



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1.0 Introduction

Introduction

This Design & Access Statement accompanies a planning application submitted by FDR Architects on behalf of the owner for development at land rear of 164 Harefield Road, Uxbridge.

This revised application seeks permission for the erection of two semi-detached 3-bedroom dwellings, with four off-street parking spaces (two per dwelling), private front and rear gardens, secure cycle/refuse storage, and associated landscaping.

The site already benefits from an approved planning permission (Ref: 78241/APP/2024/2223, approved March 2025) for a detached two-storey 3-bedroom house. The principle of residential backland development on this site has therefore been firmly established.

The scheme will also be designed to follow a green & sustainable initiative. Further details are listed within the sustainability report.

We would like to make note that the owners & FDR are happy to discuss any amendments that maybe required in order to comply with the planning officer's recommendations and Hillingdon's planning policy in order to gain a successful application.

2.0 Existing Site Context

Existing Site

The site is located on Harefield Road. The land use of the area is predominately residential dwellings with heights of buildings within the vicinity ranging from two to three storey's.

The site to which this application relates is located at the rear of 164 Harefield Road and consists of grass land and has an area of 808sqm. The site to be used for this proposal is exactly the same as was used for the approved application for a single dwelling.

The site is not listed and is not within a conservation area. The closest tube station to the site is Uxbridge, there are also bus links within walking distance of the site.



View from Harefield Road



View of rear of existing house



View towards rear of site



View from Harefield Road



View of existing drive to rear



View towards front of site



Existing Site Location

3.0 Contextual Analysis

The following is a character and context study of the existing buildings that are situated within the vicinity of the site. For the development of the scheme we concentrated on the immediate vicinity of the site along Harefield Road. The purpose of this study was to enable us to ascertain the correct mass & height for the proposed house and importantly enabled us to incorporate design elements from the local style & context of the neighborhood.



Properties along Harefield Road



Properties along Harefield Road



Properties along Harefield Road

Contextual Analysis summary:

The local housing landscape encompasses a diverse array of housing styles and types, ranging from spacious detached and semi-detached residences to rows of townhouses and standalone bungalows & apartment buildings. Many of these homes boast dormers that contribute additional loft space. The houses exhibit varying architectural designs and ages, featuring an assortment of brickwork, rendered finishes, and clay tile facades. Roofs predominantly comprise tiles or slates and are pitched in hipped and gabled configurations.

Over time, a significant number of existing homes have undergone noteworthy modifications, particularly in recent decades. These alterations frequently involve extensions to the sides and rear of the properties, as well as conversions of loft areas. The sizes of individual plots display considerable diversity, a characteristic influenced in part by the historical progression of the local road network.

The development of Harefield Road in the latter portion of the 20th century has established a distinct pattern of subdividing larger plots. This has led to the creation of new residential cul-de-sacs and the incorporation of new individual dwellings positioned alongside and behind older structures. Notably, the adjacent plot to No. 166 has also been subdivided, resulting in the construction of a detached dwelling at the rear, a concept akin to our proposed design.

Upon review, it was determined that the design and contextual elements showcased by the properties along Harefield road should be integrated into our proposed scheme.

Presented on the following page is a summary encompassing the architectural and contextual aspects of the existing properties situated near the site, with a specific focus on the properties lining Harefield Road.

Context analysis

- Majority of properties detached and semi detached dwellings
- Age of properties range from late 1800's to current
- Window Bays & front gables
- 2-3 storeys
- Tiled Cut Pitch roofs
- Onsite Parking
- Facade Materials
 - Brick
 - Render
 - Mock tudor board
 - Timber
- Private Front & rear gardens
- Rear & front garden developments
- Driveways
- Dormer windows
- UPVC, Timber & Metal windows

4.0 Existing Developments

The following are examples of similar developments that have been approved within the vicinity:

- 174-174a Harefield Rd
- 178a-e Harefield Rd
- 180a-b Harefield Rd
- 199-199a Harefield Rd
- 213-213a Harefield Rd
- 201-201a Harefield Rd
- 203-203a Harefield Rd
- 12A North Common Rd
- 166a Harefield Rd
- 170a & 170b Harefield Rd
- 172a Harefield Rd
- 176a & 178a Harefield Rd
- 197a Harefield Rd
- 12a & 13a Salt Hill Cl –
- 239 & 241 Harefield Rd
- 245a Harefield Rd
- Land to the rear of 213 & 213a Harefield
- Plot of No. 7 North Common Rd
- 13a North Common Rd
- 14 North Common Rd
- Land to the rear of 15-17 North Common Rd
- 21 & 22 North Common Rd
- Land to the rear of 8 Colnedale Rd

5.0 Planning Policy & Pre Application Feedback

The following are the planning policies that we considered to help develop the design of the dwelling in addition they are also the policies considered by the planning officer during our pre application & approved application submissions.

Policy Context:

The following are the policies from the Hillingdon Local Plan (2012 & 2020), NPPF (2020) and the London Plan (March 2021) that were considered relevant for the development of the scheme.

Hillingdon Local Plan Part 1 (2012) and Part 2 (2020)

- DMH 2-Housing Mix
- DMHB 11-Design of New Development
- DMHB 12-Streets and Public Realm
- DMHB 14-Trees and Landscaping
- DMHB 16-Housing Standards
- DMHB 17-Residential Density
- DMHB 18-Private Outdoor Amenity Space
- DMT 1-Managing Transport Impacts
- DMT 2-Highways Impacts
- DMT 6-Vehicle Parking

National Planning Policy Framework:

- NPPF2-Achieving sustainable development
- NPPF5-Delivering a sufficient supply of homes
- NPPF11-Making effective use of land
- NPPF12-Achieving well-designed places

:

London Plan (March 2021)

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG4 Delivering the homes Londoners need
- GG6 Increasing efficiency and resilience
- D1 London's form, character and capacity for growth
- D2 Delivering good design
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D11 Safety, securing and resilience to emergency
- D12 Fire safety
- D13 Agent of Change
- D14 Noise
- H1 Increasing housing supply
- H2 Small sites
- H4 Delivery affordable housing
- H5 Threshold approach to applications
- H6 Affordable housing tenure
- H7 Monitoring of affordable housing
- H10 Housing size mix
- HC1 Heritage conservation and growth
- HC3 Strategic and Local Views
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- SI1 Improving Air quality
- SI 2 Minimising greenhouse gas emissions
- SI 3 Energy infrastructure
- SI 8 Waste capacity and net waste self-sufficiency
- SI 13 Sustainable drainage
- T2 Healthy Streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Accessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction
- DF1 Delivery of the plan and planning obligations
- M1 Monitoring

The relevant London Plan SPGs are:

- Accessible London: Achieving an Inclusive Environment (2014)
- Sustainable Design and Construction (2014)
- Shaping Neighbourhoods: Character and Context (2014)
- Control of Dust and Emissions During Construction and Demolition (2014)
- Housing (2016)
- Homes for Londoners - Affordable Housing and Viability (2017)

Planning Considerations

The key planning considerations relevant to the development of this site were fully assessed during the previous planning application (Ref: 78241/APP/2024/2223), which was approved in March 2025 for a detached dwelling. That assessment, and the officer's positive conclusion, confirmed that the principle of residential backland development in this location is acceptable, subject to detailed design and amenity safeguards.

Given that a full appraisal of each policy area was undertaken in the approved Design & Access Statement, it is not considered necessary to rehearse each point again in identical detail. Instead, this statement confirms that the revised proposal for two semi-detached houses remains compliant with the same policy framework, whilst also offering a number of enhancements:

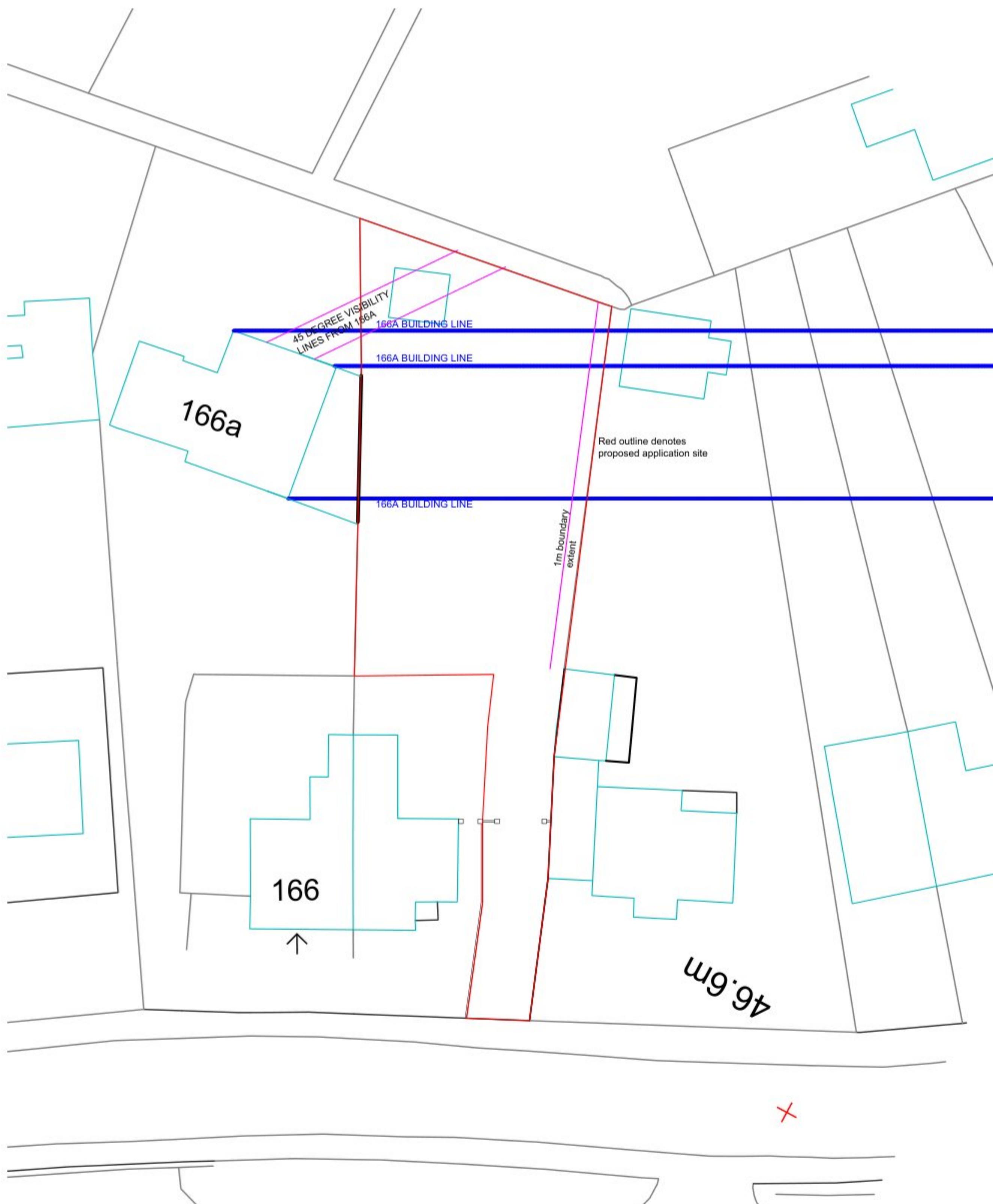
- Principle of Development - Established by the existing approval, with the current scheme making more efficient use of land in accordance with the NPPF (2023) and London Plan (2021).
- Housing Mix - Instead of one dwelling, the scheme now provides two 3-bedroom family houses, directly addressing local and London-wide needs for family accommodation (London Plan H10, Local Plan DMH1 & DMH2).
- Design and Character - The approved scheme was found acceptable in terms of character and integration. The current design builds on that, maintaining traditional pitched roofs, gables and brick/render materials, ensuring continuity with the area.
- Amenity - Officer conclusions confirmed that the site could be developed without harming neighbouring outlook, light or privacy. This remains the case, with additional safeguards such as obscure glazing and careful window placement. Both new homes exceed national internal space standards and provide generous gardens greater than 100 sqm each.
- Parking and Access - Parking has been enhanced from the previous 2 spaces to a total of 4 off-street spaces (2 per dwelling), with EVCPs and secure cycle/refuse provision, consistent with Local Plan Policy DMT 6 and London Plan T6.
- Sustainability - As with the approved scheme, the development will deliver energy efficiency and SuDS, but this scheme has been further supported by updated consultant reports and incorporates measures to achieve Biodiversity Net Gain, now a statutory requirement under the Environment Act 2021.
- Accessibility - Both units will be fully M4(2) compliant, consistent with London Plan D7.

In summary, the revised proposal does not alter the officer's earlier findings that development of this site is acceptable in principle and in detail. Rather, it builds positively upon the approved scheme by delivering two high-quality family houses instead of one, while fully addressing all relevant national, London-wide and local planning policies.

6.0 Site Constraints

Further to receiving approval for the single dwelling we began to redesign the scheme for 2 houses by taking on the advice and comments received via the officers approval report. Constraints include the need to respect neighbouring amenity, ensure adequate separation, manage access via Harefield Road, retain boundary vegetation, and design within the backland setting. These considerations shaped both the approved scheme and this revised proposal.

The following is a study carried out to gauge the site constraints. Identifying these constraints allowed us to further develop the design of the building mass.



Site Constraints

Site Constraints

- Building lines from no.166a neighbouring house
- 45 degree visibility lines from no.166a neighbouring house
- 1m distance from side boundary.
- Site slopes upwards by approximately 1 storey from the front to the rear of the whole site.
- Building heights of properties within the vicinity are 2-3 storeys from ground level.

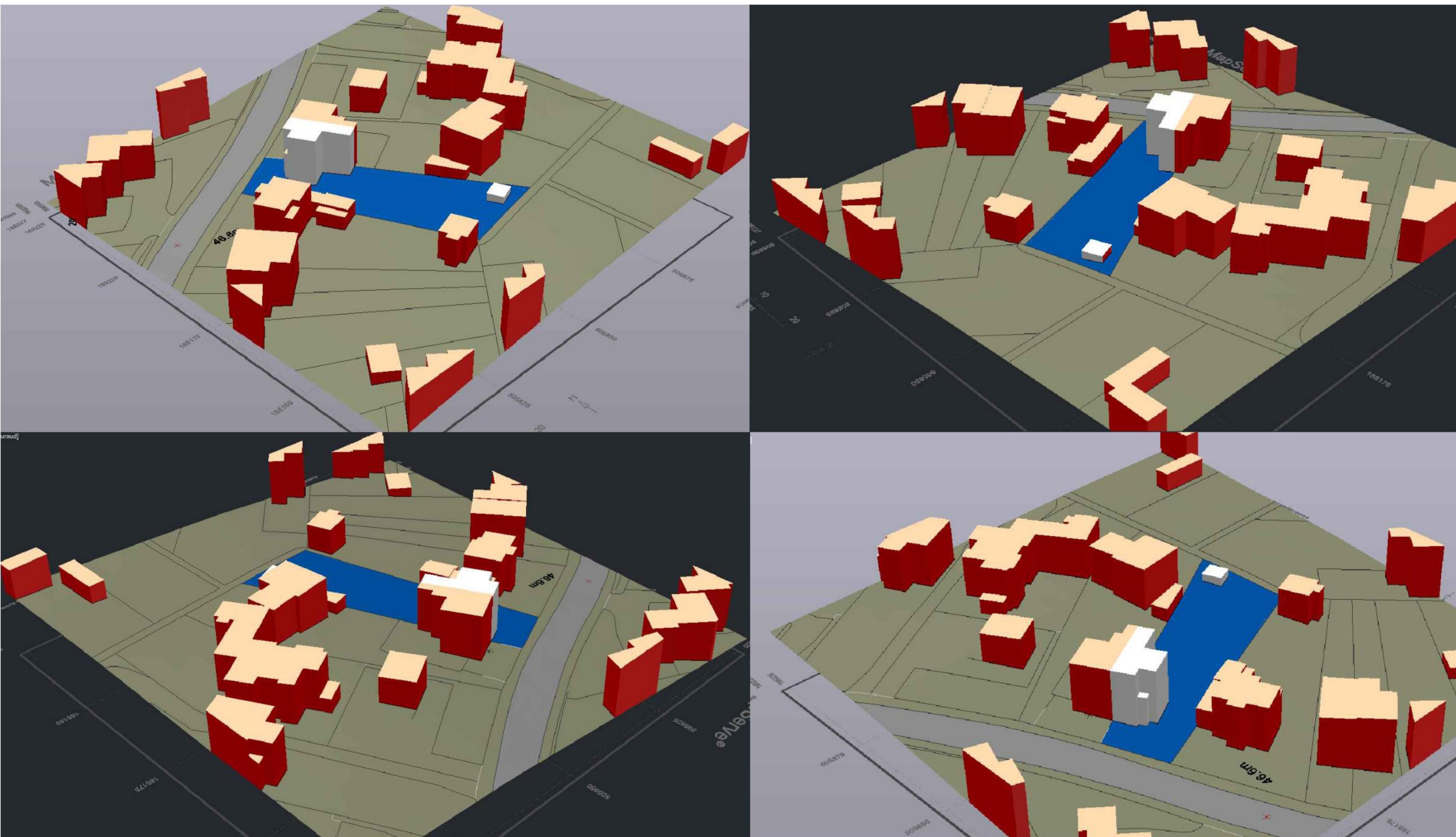


Site Constraints Massing Potential

7.0 Feasibility Massing Study

The following is a massing study carried out during the first phase of the design development. This study allowed us to ascertain how different building masses would fit and work on the site.

The approved single dwelling scheme demonstrated acceptable scale and massing on this site. The current proposal introduces two semi-detached houses within a comparable envelope, ensuring there is no greater impact in terms of bulk, height or dominance.



Study of existing mass of site and surrounding buildings

SITE LOCATION

2/3 STOREY BUILDINGS (Some with Lofts)

EXISTING PROPERTY 164

Feasibility Massing & Planning Policy Summary

- Proposed Development to be 2 Storeys above ground level.
- Site lines established.
- Site has low PTAL rating of 1A and will allow 14-18 habitable rooms on the site. Therefore our proposal for a single dwelling complies.
- Proposed dwellings to provide sustainable design.
- Proposed dwellings to meet National Space standards sizes.
- Proposed Parking standards established and onsite parking will be required.
- Minimum of 60sqm required for outdoor residential amenity.

8.0 Daylight and Sunlight Study

With a basic massing model established with the previously approved scheme we appointed a daylight and sunlight consultant to carry out a further study to assist with developing our new scheme for 2 houses.

The study was carried out to show whether the proposed mass would meet the BRE guidance for VSC (Vertical Sky Component) and APSH (Annual Probable Sunlight hour).

Daylight, Sunlight report summary:

An updated daylight and sunlight report accompanies this application. It confirms that the development will not result in any unacceptable loss of daylight, sunlight, or overshadowing to neighbouring properties. The internal conditions for future residents will also be of high quality.

9.0 Proposed application scheme

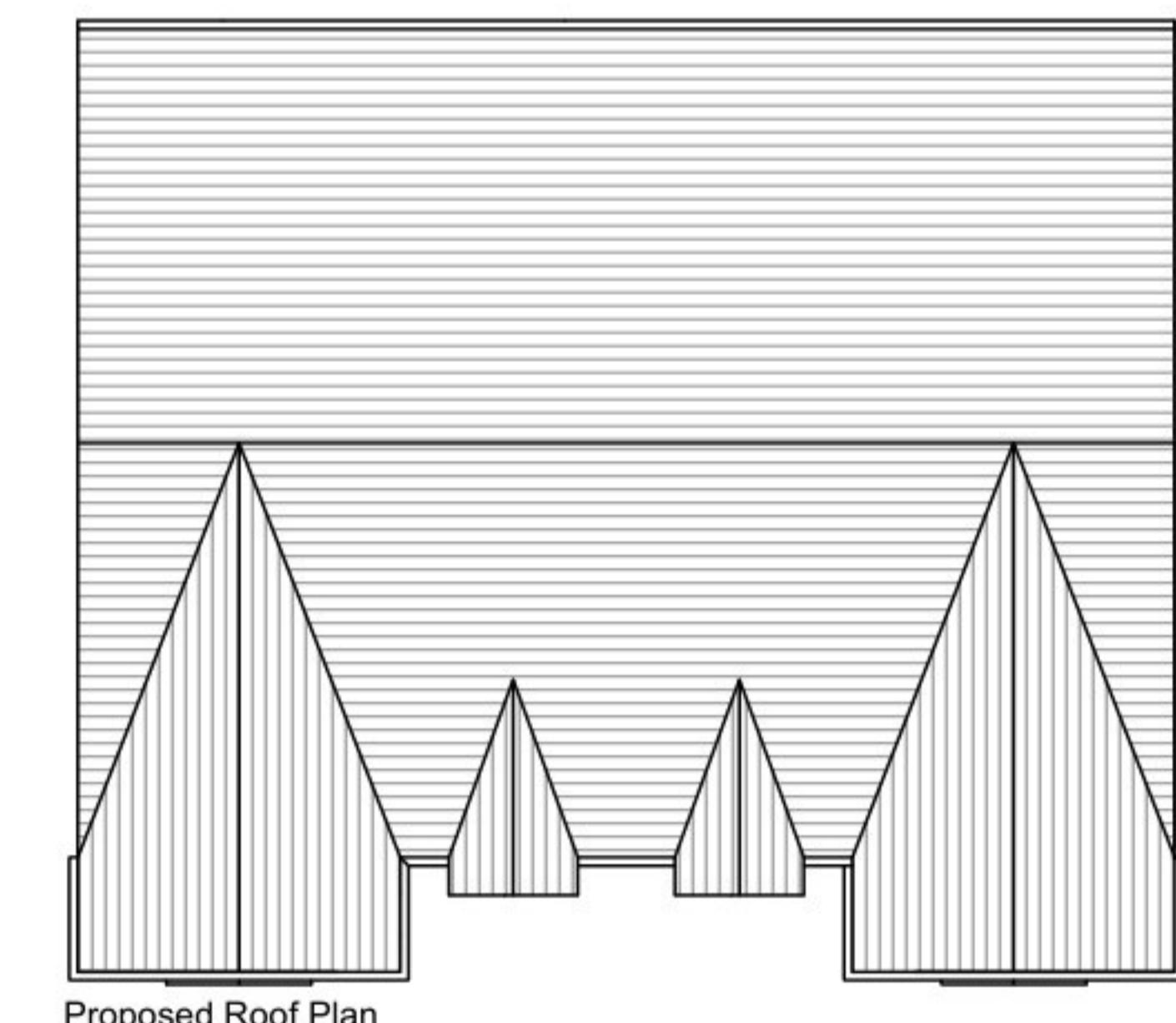
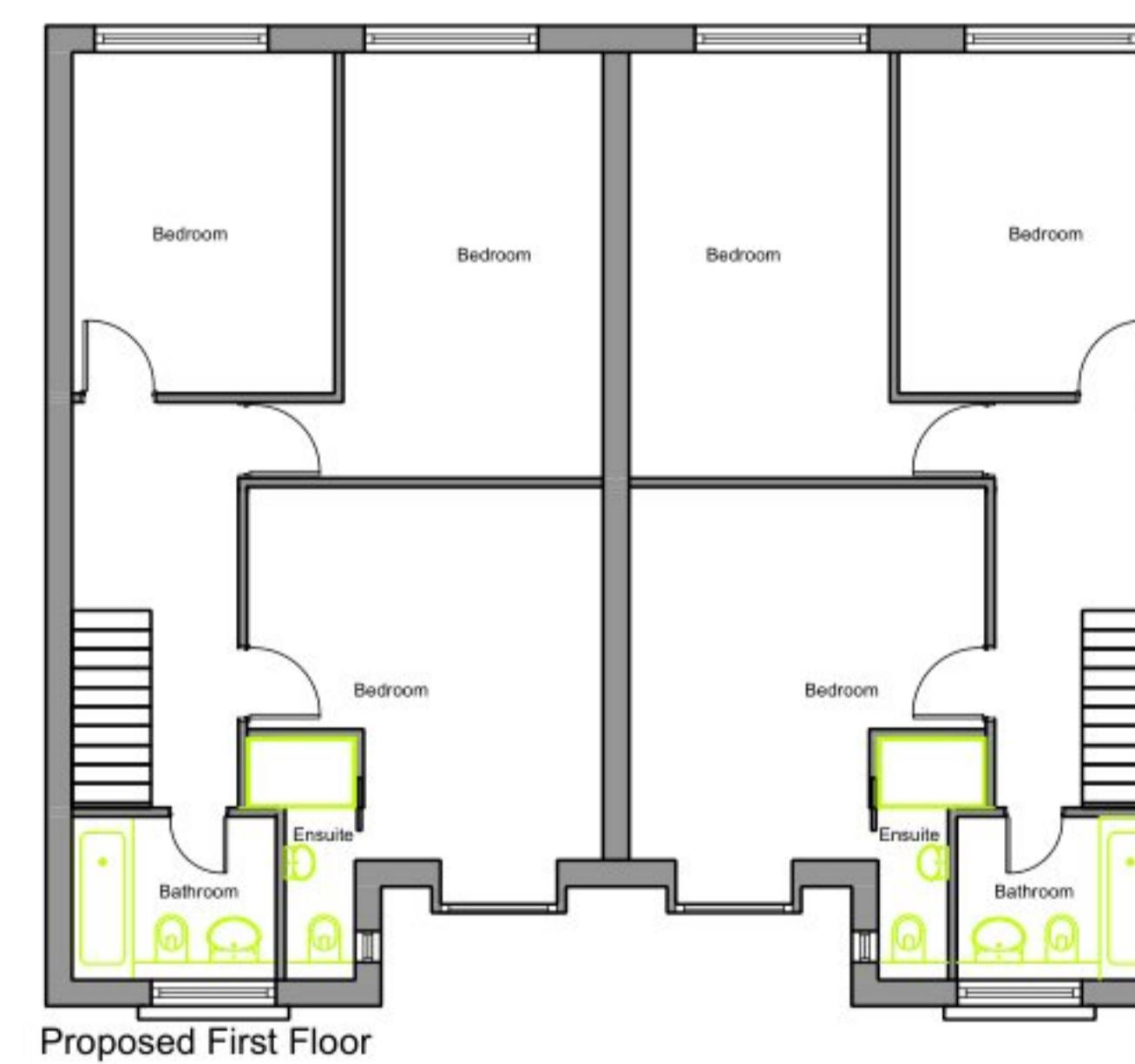
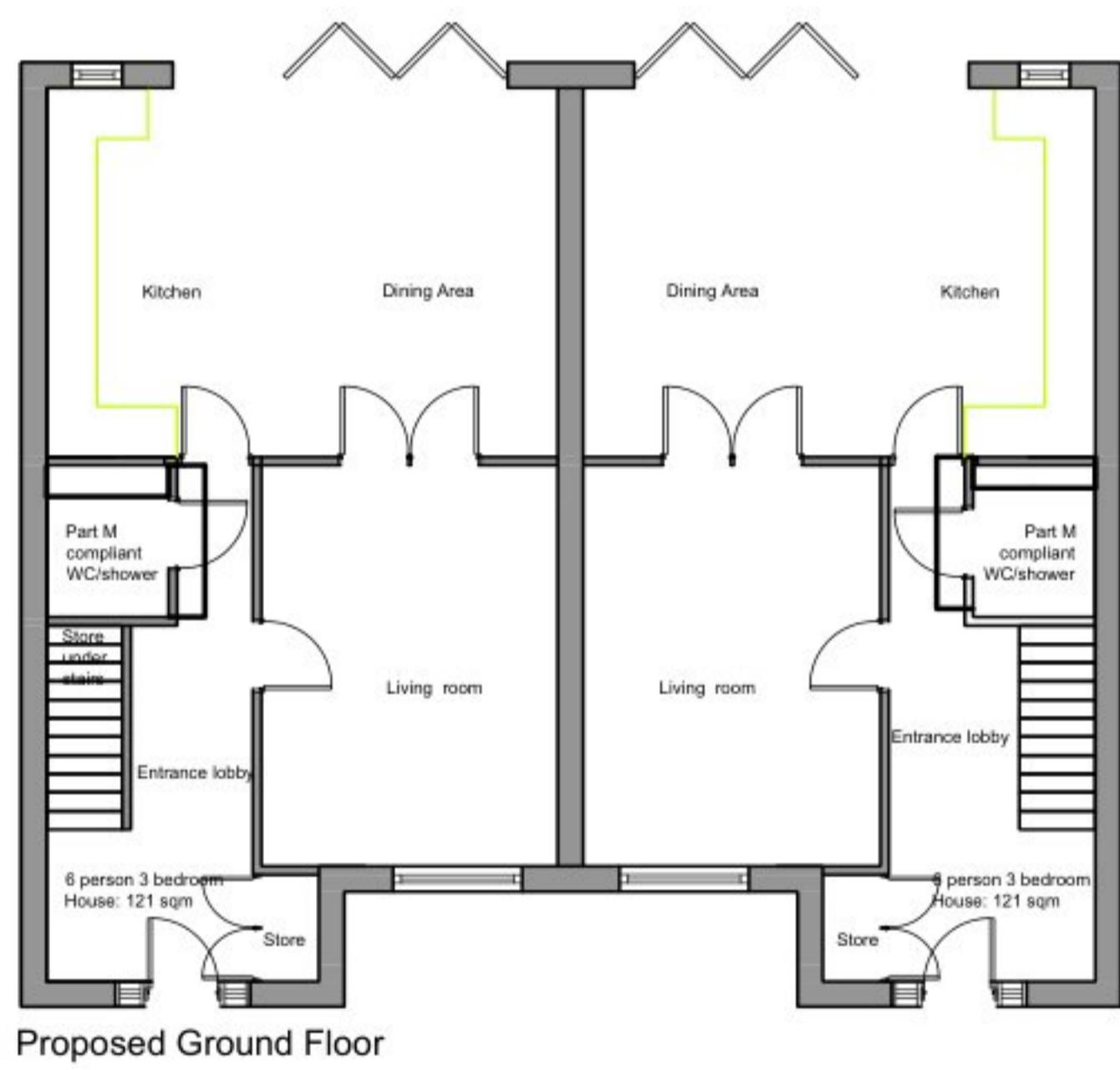
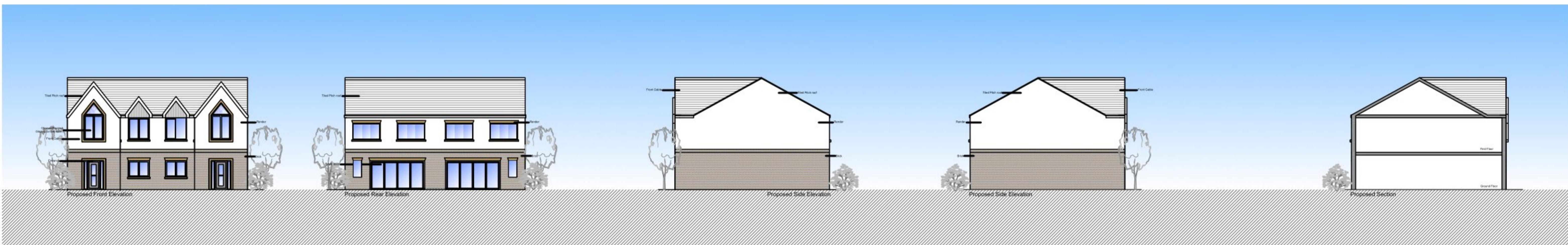
The proposal comprises of two semi-detached 3-bedroom 6 person houses, each are 121 sqm GIA. Both dwellings exceed national minimum space standards (102 sqm).

The officer's previous report noted that "the proposal would provide satisfactory living conditions for future occupiers" & that backland development of this nature "would not lead to parking stress or highway safety risks." These findings remain valid for the current proposal, which now enhances provision with four parking spaces with EVCPs and updated sustainability measures.

Key design points for the revised scheme include:

- The dwellings to exceed national minimum space standards.
- Parking ratio of 2 spaces per unit provided.
- EV charging points.
- Generous private amenity gardens exceeding 100sqm each.
- Dwellings to be 2 storeys only, further reducing the scale and the mass of the proposed development.
- Dwellings to be dual aspect.
- No overlooking into neighbouring amenity space due to first floor windows being frosted and for non habitable rooms, minimum distance of 21m retained between facing windows, building angled in similar fashion to no.166A
- Flexible internal space.
- Secure cycle stores.
- Site coverage and massing retained to similar proportions as the approved single dwelling scheme.
- Green space provided around the buildings.
- The house takes on the architectural language of the properties surrounding Harefield Road. These include front gables, tiled pitch roofs, brick & render elevations, front & rear gardens.
- Sustainable design-Please refer to the submitted sustainability report for full details.
- Level access and Full M4(2) compliance (accessible and adaptable homes).

Final Submitted Scheme



10.0 Planning Balance & Conclusion

The site benefits from an existing approval for a single dwelling, confirming the principle of development. This revised scheme delivers two family houses instead of one, making more efficient use of land.

The proposal:

- Provides additional housing in line with local needs.
- Meets and exceeds housing standards and amenity requirements.
- Respects neighbouring properties and local character.
- Provides sufficient parking and cycle facilities with EVCPs.
- Incorporates sustainable design and biodiversity net gain.

The officer's report concluded that "subject to biodiversity net gain and sustainable drainage measures, the scheme is acceptable." This updated scheme has been supported with refreshed consultant reports addressing daylight/sunlight, biodiversity, drainage, transport and sustainability.

Overall, the scheme achieves a sustainable and policy-compliant form of development, providing family housing in a way that responds sensitively to its context. It is presented for the Council's consideration as a positive addition to the local housing stock.