



DESIGN & ACCESS STATEMENT

In support of planning application for the proposed

2-STOREY 2-BEDROOM NEW DWELLING WITH CAR AND BICYCLE PARKING, SECURE BIN, AND AMENITY SPACE

at land adjacent to 2 Ash Grove, Hayes, UB3 11JR

Prepared by

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1. Introduction

1.1. Scope of Application

The site, situated adjacent to 2 Ash Grove, Hayes UB3 1JR, lies within a predominantly residential area characterized by mix of terraced and semi-detached dwellings. Currently, an existing outbuilding that is planned to be demolished to develop a 2-storey 2-bedroom dwelling. The proposed transformation will introduce a thoughtfully designed residential building that complements the surrounding architecture while incorporating features such as car and bicycle parking, refuse storage, and a side amenity space. The site is well-served by public transport, with nearby bus stops and train stations providing good accessibility for both pedestrians and cyclists.



Fig. 1 OS Map

2. Context

2.1. Site context & location

The project is located adjacent to 2 Ash Grove, Hayes UB3 1JR, a predominantly residential area known for its community-oriented atmosphere. The site is not within a conservation area, allowing for modern development while maintaining harmony with the surrounding residential character.

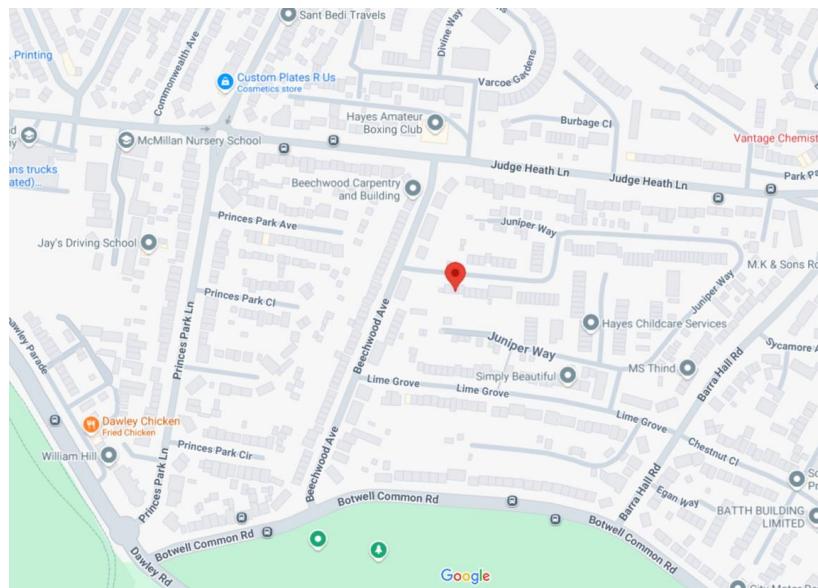


Fig. 2 Traffic Map around 2 Ash Grove, Hayes, UB3 1JR

Hayes and Harlington station is the closest station to the property, providing convenient access to central London. Additionally, bus services on Judge Heath Lane and Botwell common Road, just a short walk away, offer quick connections to Hayes & Harrington station and other key areas. Moreover, main highways, A437 and A4020, via Botwell Ln, provide direct routes to the heart of Hayes, Feltham, Hounslow, and surrounding areas. The excellent transport links, combined with close proximity to key amenities, make this location ideal for residential development.



Fig. 3 Google Street image

2.2. Existing Building Layout

The project site adjacent to 2 Ash Grove, Hayes UB3 1JR is having a single storey garage like structure. The total site area is approximately

180 m², providing ample space for the proposed residential development.

The surrounding neighborhood is composed of semi-detached and terraced dwellings in the cluster of 4 or 6 terraces in a row in a traditional suburban style. These homes typically feature a mix of rendered finishes and plain red brick facades. Most dwellings have a rendered finish on the first floor and a brick façade on the ground floor, while some have an entirely brick exterior. The pitched roofs, covered with reddish-brown tiles, enhance the area's classic charm. White-framed casement windows add character to the homes. The streetscape is well-maintained and tranquil, with small front spaces used for storage or driveways. The dwellings are arranged in a neat, linear pattern with consistent setbacks, contributing to a cohesive and balanced residential setting.



Fig. 4 Block diagram for Existing and Proposed site

3. Proposal

3.1. *Amount of development*

The aim of this project is to construct a 2-storey, 2-bedroom detached dwelling with total GIA of 72.8 m² on a plot of land next to 2 Ash Grove, Hayes UB3 1JR. The development will include single parking space for car on the front and two bicycle parking spaces on the side of the proposed structure, ensuring convenience and sustainability. A private side amenity area of approximately 91.5 m² will provide a valuable outdoor space. The building's exterior will feature a brick façade on the ground floor and a white render finish on the first floor, harmonizing with the design of nearby homes. The pitched roofs will be covered with reddish-brown tiles, enhancing the overall classic aesthetic.

The layouts have been carefully designed to meet the space standards specified in the London Plan, taking into account factors such as room sizes, ceiling heights, and total internal floor space. The project has been thoughtfully planned with a focus on the physical context, local character, density, tenure, and land use mix. The new units adhere to minimum space standards and include features for accessibility and adaptability. The design provides appropriately sized rooms and efficient layouts, offering flexibility to accommodate the changing needs of residents over time.

3.2. *Layout*

The proposed site spans approx. 180 m², offering sufficient space for the dwelling, parking, and outdoor amenities.



Fig. 5 Ground and first floor plans

The ground floor features an open kitchen with living/dining area, shower room, storage, and a single bedroom that opens to the side amenity space, providing a spacious and functional layout for residents. On the first floor, there is a double bedroom with a common bathroom. The access to the first floor is provided through a stair within a living/dining, offering both comfort and modern outlook.

The dwelling will be set back approximately 5.5 meters from the front boundary, aligning with the neighboring buildings. Refuse storage will be located at the front of the property, while landscaping will include a 91.5 m² side amenity space. A car parking space is provided at the front while the secured bicycle parking space will be provided on the side of the property for convenient access.

The layout has been thoughtfully developed after analyzing the physical context, including factors such as the existing street layout, surrounding properties, and local planning guidelines.



Fig. 6 Proposed elevations

3.3. Scale and design

The proposed dwelling has a overall height of 7 meters, in keeping with the scale of neighboring properties. The design features a brick façade on the ground floor, a render finish on the first floor, and a pitched roof with overhanging eaves, combining traditional elements with modern aesthetics to create a harmonious blend with the surrounding environment. The well-considered setbacks provide sufficient spacing from property boundaries, preserving the openness and character of the area. The overall scale and design are in line with local density and architectural style, ensuring that the development integrates smoothly into the existing streetscape while providing a functional and sustainable living space for future residents.

The layout and amenities of the spaces meet the minimum standards and area requirements outlined in Table 3.3 below for a 3-person, 2-bedrooms dwelling (min 70 sqm) spread across two levels.

Table 3.3 Minimum space standards for new dwellings⁷

Number of bedrooms	Number of bed spaces	Minimum GIA (m ²)			Built-in storage (m ²)
		1 storey dwellings	2 storey dwellings	3 storey dwellings	
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		
	4p	70	79		2.0
3b	4p	74	84	90	
	5p	86	93	99	2.5
	6p	95	102	108	
4b	5p	90	97	103	
	6p	99	106	112	
	7p	108	115	121	3.0
	8p	117	124	130	
5b	6p	103	110	116	
	7p	112	119	125	3.5
	8p	121	128	134	
6b	7p	116	123	129	4.0

Notes to Table 3.3

1. * Where a one person dwelling has a shower room instead of a bathroom, the floor area may be reduced from 39m² to 37m², as shown bracketed.
2. The Gross Internal Area of a dwelling is defined as the total floor space measured between the internal faces of perimeter walls¹ that enclose a dwelling. This includes partitions, structural elements, cupboards, ducts, flights of stairs and voids above stairs. GIA should be measured and denoted in square metres (m²).
3. The nationally described space standard sets a minimum ceiling height of 2.3 meters for at least 75% of the gross internal area of the dwelling. To address the unique heat island effect of London and the distinct density and flatted nature of most of its residential development, a minimum ceiling height of 2.5m for at least 75% of the gross internal area is strongly encouraged so that new housing is of adequate quality, especially in terms of light, ventilation and sense of space.

3.4. Appearance

The brick façade on the ground floor and render finish on the first floor offer a timeless and durable finish, complementing the architectural character of the neighborhood. The pitched roof, covered

with tiled roofing, enhances the traditional appearance, with overhanging eaves.



Fig. 7 Street views and appearance



Fig. 8 3D appearance of the proposed dwelling

The overall design blends seamlessly with the surrounding residential area. This careful selection of materials and finishes ensures that the development integrates smoothly with its surroundings, offering a modern yet respectful addition to the streetscape.

4. Amenity space

The proposed design includes a thoughtfully planned amenity space on the side and a hard landscaping at the front of the property, providing space for both car parking, bicycle and refuse storage, and private amenity space. The front patio next to the living/dining space combined with soft landscaping at the side of the property, creates a private outdoor area for relaxation, enhancing the overall living experience.

4.1. Car & Cycle parking with refuse storage

The property will feature provisions for single car parking at the front, with car charging facility along with secured covered bicycle parking area on the side of the property. Refuse storage will be located at the front in an enclosed, discreet area that remains easily accessible for waste collection.

5. Conclusion

The proposed dwelling is one that will sit comfortably with a minimal impact upon any neighboring property. It will reflect the existing pattern and density of development and respect the form and design of nearby homes.

It would preserve the character and appearance of the neighborhood and would not result in a significant impact upon levels of amenity enjoyed within neighboring residential properties. The scale and design of the proposed dwelling are sympathetic to the original dwelling and the surroundings.

