

Design and access statement

Introduction

This Design and Access Statement is submitted in support of a planning application at 11 Brandville Road, UB7 9DA.

The proposal seeks:

- A change of use from a single dwellinghouse (Use Class C3) to a small House in Multiple Occupation (Use Class C4) for six persons; and
- A ground floor rear extension and loft conversion including 2 front rooflights, both designed to fall within permitted development parameters.

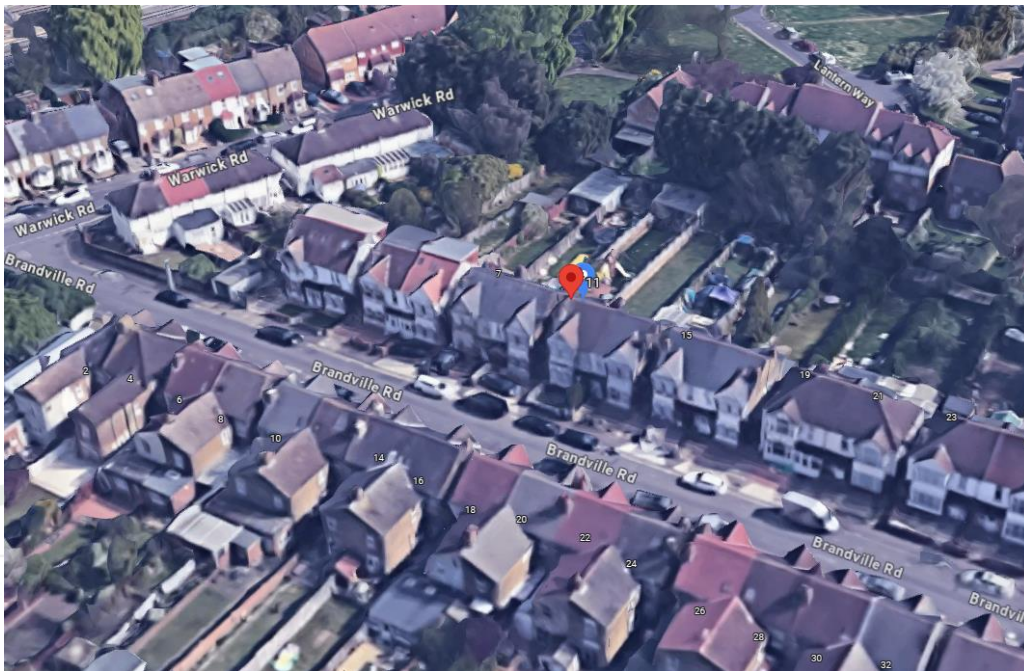
The extension and loft conversion are designed to fall within permitted development rights and therefore represent a **fallback position** that can be implemented independently of the change of use

Site and Surroundings

11 Brandville Road is a two-storey detached dwelling located on the eastern side of Brandville Road within the London Borough of Hillingdon.



The plot is long and relatively narrow, with a total site area of approximately 307 sqm and an existing gross internal area of around 83.38 sqm. The street is characterised by two-storey detached and semi-detached houses with pitched roofs, modest front gardens and long rear gardens, forming a coherent suburban residential character.



There are no known heritage designations affecting the site; it is not within a Conservation Area and the building is not listed. The front elevation retains its original form and contributes positively to the established street scene.

The wider area is predominantly residential, supported by nearby local services, employment opportunities and good public transport connections, as set out later in this statement.

Existing Site Conditions, Trees and Ecology

The existing dwelling comprises, at ground floor, an entrance hall, living room, kitchen, dining room, sun room and bathroom, with three bedrooms and a shower room at first floor level and an unconverted loft space above.

The house is set back behind a small front garden and a low boundary treatment. To the rear, the property benefits from a substantial private garden which extends significantly beyond the main rear elevation. The garden is typical of the locality, laid out as domestic amenity space.

There are no Tree Preservation Orders known within the site and no mature trees of particular public amenity value that would be affected by the proposed development. Existing boundary fences and planting will be retained. The proposal does not involve the removal of mature trees or hedgerows.

In ecological terms, the site consists of an existing dwelling and managed garden within an established suburban environment. There are no designated ecological sites or habitats within the application boundary, and the modest rear extension and loft conversion are not expected to give rise to any ecological harm. Should the Council consider it necessary, standard precautionary measures could be secured by condition at application stage.

Planning policies

Hillingdon Local Plan

The proposal is assessed principally against the Hillingdon Local Plan Part 2: Development Management Policies, including:

- Policy DMH 1: Safeguarding Existing Housing
- Policy DMH 5: Houses in Multiple Occupation
- Policy DMHB 11: Design of New Development
- Policy DMHB 16: Housing Standards
- Policy DMHB 18: Private Outdoor Amenity Space
- Policy DMT 1: Managing Transport Impacts

London Plan 2021

- LPP D3: Optimising site capacity through the design-led approach
- LPP D6: Housing quality and standards
- LPP D7: Accessible housing
- LPP T5: Cycling
- LPP T6: Car parking
- LPP T4: Assessing and mitigating transport impacts
- LPP T6.1: Residential parking

- LPP D13: Agent of change
- LPP D14: Noise

National Planning Policy Framework (NPPF 2024)

- NPPF5: Delivering a sufficient supply of homes
- NPPF12: Achieving well-designed places

The Proposed Development

The submitted proposed drawings illustrate a modest reconfiguration of the existing dwelling to create a six-person HMO.

Layout and Internal Arrangement

The internal layout has been designed to:

- Provide functional and comfortable living accommodation
- Ensure adequate circulation space
- Maintain good levels of outlook and privacy

At ground floor level, the layout provides an entrance hall, one single ensuite bedroom a generous communal kitchen/dining room of approximately 17.08 sqm, a spacious living area of about 11.94 sqm, together with ancillary circulation and facilities.

At first floor level, three further single ensuite bedrooms are proposed. The loft level provides one additional spacious ensuite bedroom of about 20.27 sqm to provide accommodation for 2 people. Each bedroom exceeds the minimum required standard and provides functional layouts with appropriate outlook and daylight.

The internal layout has been designed to provide a clear, legible and efficient arrangement for a six-person HMO. The communal kitchen/dining space including the living area is centrally located at ground floor and directly accessible from the main hallway, encouraging shared use and natural surveillance.

Bedrooms are distributed across the three floors to avoid over-intensification at any single level and to allow flexibility for different tenant groups.

Acoustic measures

The arrangement of partitions has been coordinated with acoustic construction proposals to minimise internal noise transfer, particularly between bedrooms and the communal kitchen/dining room.

Design Approach

The proposed ground floor rear extension projects 3 metres and does not exceed 3 metres in height, as shown in section. The loft conversion is contained within the existing roof envelope, with the ridge maintained and rooflights introduced in a discreet manner. Both elements are designed to comply with permitted development criteria under the General Permitted Development Order and therefore provide a clear fallback position.

Externally, secure storage for six bicycles is proposed within the front curtilage, together with refuse and recycling storage sized for a six-person HMO. These are positioned to be functional while remaining visually unobtrusive within the front garden.

Scale and Massing

The scale and massing of the building remain fundamentally domestic. The extensions do not exceed the existing ridge height; the rear extension is modest and subordinate, and the overall envelope is largely unchanged when viewed from the public realm.

The proposal therefore maintains the established rhythm of two-storey dwellings along Brandville Road and respects the existing building line and roofscape.

Appearance and Materials

Externally, the works are designed to be sympathetic to the host dwelling. Materials and fenestration to the rear extension and loft elements are proposed to match or closely complement the existing property, as indicated on the elevations.

The front elevation remains largely unchanged, preserving the existing contribution of the dwelling to the street scene.

Amenity and Neighbouring Impact

The proposal has been designed to safeguard the amenity of adjoining occupiers. The rear extension projects a modest distance and is of low height, avoiding issues of overbearing or unacceptable loss of light. The loft conversion does not introduce dormers that would overlook neighbouring gardens; rooflights are positioned to respect privacy.

The intensity of occupation at six single residents is modest in the context of a semi-detached dwelling and is not expected to generate comings and goings beyond what could reasonably arise from a larger family household occupying the property as a C3 dwelling.

Public Transport Accessibility

11 Brandville Road is well connected by public transport. Bus stops within approximately a four-minute walk of the property provide access to several routes, including the 222, 350, 695, U5, U3 and U1. These services offer frequent connections to destinations such as Uxbridge, Heathrow, West Drayton, Hayes & Harlington and other local centres.

In addition, the property is within convenient reach of West Drayton Station, which is served by the Elizabeth line and Great Western Railway services. The Elizabeth line provides fast, direct connections to central London and Canary Wharf, while GWR services provide regional links to Reading and beyond. This combination of bus and rail services ensures that future residents have realistic, attractive alternatives to private car use for both local and longer-distance journeys.

In accessibility terms, the site performs strongly and is suitable for a modest intensification of residential use.

Vehicular Access and Parking

Brandville Road is a conventional residential street with existing on-street parking provision. The proposed HMO is small in scale, with six single-occupancy rooms, and empirical evidence across London indicates that such HMOs tend to have relatively low car ownership rates compared with family dwellings.

It is considered that the combination of good public transport accessibility and secure cycle storage makes a car-free pattern of occupation entirely realistic. The applicant will provide a simple on-street parking survey to demonstrate that the limited uplift in demand can be accommodated without unacceptable impact on highway operation.

Access to the property remains as existing from Brandville Road, with no changes to the vehicle crossover or highway arrangement.

Cycle Parking

Secure, covered cycle parking for six bicycles is proposed within the front curtilage, in accordance with Hillingdon's standards for HMOs and the London Plan's emphasis on promoting active travel. This directly supports a shift towards sustainable modes of transport and reduces reliance on private cars.

Servicing and Refuse

Refuse and recycling will be stored within the front garden in dedicated bins sized for a six-person HMO, including food waste. On collection days, bins will be presented at the kerbside in line with the Council's normal arrangements. There is no need for special servicing arrangements and no impact on highway safety or operation.

Planning Policy Context and Justification

Hillingdon Local Plan.

The proposal retains residential use throughout the site and does not involve any net loss of housing, thereby complying with Hillingdon planning **policy DMH 1**.

Policy DMH 5 sets out criteria for HMOs, including requirements that they are located in accessible locations, provide satisfactory living conditions and do not harm neighbouring amenity or the character of the area. 11 Brandville Road meets these tests: it is well served by bus and rail services; each bedroom is appropriately sized as a single occupancy room; a generous 17.08 sqm communal kitchen/dining room is provided; and the building remains of domestic scale, preserving the established suburban character. On a street of predominantly single dwellings, a single six-person HMO will not, in itself, result in an over-concentration or undermine the overall balance of the housing stock.

Policies DMHB 11 and 16 require good design and appropriate standards of accommodation. The proposal respects the scale, form and appearance of the existing dwelling, makes efficient use of the internal floorspace and provides good internal and external amenity, with a large rear garden retained for shared use. DMHB 18 is satisfied by the retention of generous private outdoor space.

London Plan 2021

At strategic level, the proposal supports several key policies of the Greater London Authority - London Plan 2021, including:

- Policy H1 and H9, which encourage more efficient use of existing housing stock and support provision of smaller, flexible accommodation types;
- Policy H10, which seeks a range of unit sizes to meet different needs, including homes for single adults and those on lower incomes;

- Policy D3 and D6, which promote a design-led approach to optimising site capacity and ensure good quality internal layouts; and
- Policies T1 and T6, which promote sustainable transport and restrained car parking, particularly in well-connected locations.

The proposal optimises an existing dwelling in a modest, context-appropriate manner: no increase in ridge height, a small PD-compliant rear extension, and a carefully-planned internal layout to create six good-quality single rooms with a generous shared kitchen/dining facility. Secure cycle parking and proximity to bus routes and the Elizabeth line strongly support modal shift away from private car use, aligning with the transport policies.

National Planning Policy Framework (NPPF)

The National Planning Policy Framework (December 2024) places a strong emphasis on significantly boosting the supply of homes, making effective use of land and delivering well-designed places.

The proposed HMO responds directly to these objectives by:

- Making more efficient use of an existing residential building without the need for new-build development;
- Providing flexible, lower-cost accommodation for single people, including key workers and those unable to access self-contained units;
- Ensuring a high standard of internal and external amenity; and
- Locating intensified residential use in a highly accessible location where impacts on the road network are clearly not “severe”.

In design terms, the NPPF requires developments to be visually attractive, sympathetic to local character and to maintain a high standard of amenity for existing and future users. The external changes here are modest, sympathetic and largely confined to the rear. The internal layout provides a reasonable standard of accommodation, and the amenity of neighbours is safeguarded.

Taken together, the Hillingdon Local Plan, the London Plan and the NPPF support the type of small, well-managed HMO proposed at 11 Brandville Road when it meets design, amenity and transport criteria. This statement demonstrates that those criteria are met.

8. Planning Balance and Conclusion

This proposed development demonstrates that:

- The proposed ground floor rear extension and loft conversion have been designed to fall within permitted development limits, providing a clear fallback position and ensuring that the scale and massing remain domestic and context-appropriate.
- The proposed change of use to a six-person HMO makes more efficient use of an existing dwelling, delivering much-needed, lower-cost accommodation in a borough where demand for such units is strong.
- The internal layout provides good-sized single rooms, a generous communal kitchen/dining area, appropriate sanitary facilities and a large rear garden, thereby ensuring a good standard of amenity for future occupiers.
- Neighbouring amenity is protected through careful design of the extension and loft works, with no material harm in terms of privacy, outlook or daylight.
- The site is demonstrably well connected by public transport, with multiple bus routes within a short walk and ready access to the Elizabeth line and GWR services, fully supporting a car-light pattern of occupation.
- Secure cycle parking and appropriately-designed refuse/recycling provision are included as part of the scheme.
- The proposal aligns with the key objectives of the Hillingdon Local Plan, the London Plan 2021 and the NPPF in relation to housing supply, efficient use of land, design quality and sustainable transport.

It is considered that the proposed six-person HMO at 11 Brandville Road and associated developments are considered to be acceptable in use as a small HMO, considered acceptable in design and appearance and acceptable in amenity terms as the amenity of the occupiers and the neighbours will be protected. As such, the proposal which complies with the Hillingdon Local plan policies, London Plan and NPPF polices is respectfully expected to be granted planning permission.