

PLANNING AND DESIGN AND ACCESS STATEMENT

10 St. Stephens Road, Yiewsley UB7 7RI

1. INTRODUCTION

This planning and design and access statement is submitted in support of a full planning permission proposing the demolition of an existing bungalow at 10 St Stephens Road, Yiewsley, UB7 7RL and the construction of a pair of semi-detached three-storey dwellings. This Design and Access Statement has been prepared in accordance with the Department of Communities and Local Governments (DCLG) Circular 01/2006 which requires applications to be accompanied by a Design and Access Statement. Reference has also been made to Commission for Architecture and the Built Environments (CABE) guidance on Design and Access Statements: How to write, read and use them" (CABE 2006).

2. SITE CONTEXT

The application site is located on St Stephens Road within an established residential area of Yiewsley. St. Stephens Road links directly with the High Street, a busy commercial area of business and local shops.

The existing 3 Bedroom bungalow and two rear outbuildings are largely dilapidated and the plot size suits the proposal to split the land and construct two new dwellings in its place.

The neighbouring dwellings at No's 8 & 12 are dissimilar in typology, size and character and as such the road section in question has a chequered typology and building style. The properties opposite are rendered 2 storey semi-detached dwellings with slim bays and pitched tiled roofs.

3. PROPOSAL

The proposal is to provide a pair of 2 storey semi-detached dwellings with an additional room in the roof. There are similar semi-detached examples along 10 St. Stephens Road and the site width allows for 2no. 6metre wide dwellings with 1.1metre side access pathways. The designs take into account the neighbouring properties, particularly in terms of sight lines (45 degree rule) and privacy (no side facing windows at 1st floor

levels).

The proposed dwellings have been designed as family-sized homes arranged over three floors.

The development includes:

- Two semi-detached residential dwellings;
- Individual private rear gardens;
- Dedicated refuse and recycling storage;
- Secure cycle storage;
- Off-street vehicle parking spaces;
- Permeable hard landscaping;
- Soft landscaping and garden areas.

The peaked roof forms to the rear of the property provide an interesting and unique type of rear dormer style window, within keeping of the main roof. There are front elevation Velux rooflights and solar panels (south facing) to provide additional daylight and energy to the properties.

The properties are to have front elevation bay windows to match with local examples and small lead flat roof portico's to add interest to the front elevation and also provide storm cover for occupants.

The boundaries will be enclosed with 1.6m high timber fencing (fencing between driveways to be 1.2m high only). Permeable paving and lawn areas are to be provided, with new planting beds and tree planting to the rear.

The main finishes of the properties are to be Monocouche render finish throughout with a front elevation brick section at Ground floor level with a banded soldier course brickwork detail.

4. DESIGN PRICIPLES

The layout has been carefully designed to create two clearly defined residential plots.

The dwellings are positioned centrally within the site with parking located to the front and private amenity space provided to the rear.

The arrangement provides:

- Active frontage towards St Stephens Road;
- Convenient access to parking spaces;
- Secure and usable rear gardens;
- Appropriate separation from neighbouring properties;
- Functional refuse and cycle storage facilities.

The layout creates a coherent and legible residential development consistent with surrounding patterns of development.

Scale

The proposed dwellings are three storeys in height and have been designed to sit comfortably within the evolving residential character of the area.

The building proportions have been carefully considered to ensure the development remains subordinate within the streetscape and does not appear unduly dominant. The scale of the proposal reflects the site's urban location and contributes positively to local housing provision.

Appearance

The architectural design adopts a traditional residential form with contemporary detailing.

The dwellings have been designed with:

- Symmetrical semi-detached composition;
- Well-proportioned window arrangements;
- Clearly defined entrances;
- Bay features to the front elevation;
- Pitched roof forms;
- High-quality external materials.

The development will create an attractive street frontage and improve the visual appearance of the site compared with the existing bungalow.

Landscaping

Landscaping forms an important component of the proposal.

The scheme provides:

- Private rear gardens for each dwelling;
- Soft landscaped lawn areas;
- Permeable patio areas;
- Boundary treatments;
- Opportunities for additional planting and biodiversity enhancement.

The landscaping helps soften the development and contributes positively to local visual amenity.

Residential Amenity

The proposal has been designed to provide a high standard of accommodation for future occupants.

Each dwelling benefits from:

- Generous internal living accommodation;
- Adequate daylight and natural ventilation;
- Private outdoor amenity space;
- Secure cycle storage;
- Dedicated refuse storage;
- Convenient access to parking.

The siting and design of the development have sought to minimise impacts upon neighbouring occupiers in respect of:

- Overlooking;
- Loss of privacy;
- Overshadowing;
- Loss of daylight;
- Visual dominance.

The proposal is considered compatible with surrounding residential uses.

5. PLANNING POLICY

National Planning Policy Framework (NPPF) 2024

The NPPF, particularly in Paragraph 60, highlights the government's commitment to significantly increasing the supply of homes. It sets out the need to provide a sufficient supply of homes to meet the needs of present and future generations. In line with this, the proposal will contribute to meeting housing targets by redeveloping an underused site for residential use.

Paragraph 119 of the NPPF also emphasizes the importance of making effective use of land, particularly in areas with high levels of demand for housing. The site in question is located in a residential area, and the proposed redevelopment aligns with these objectives by increasing the density of housing in a sustainable location, close to existing amenities, public transport, and local services.

Moreover, Paragraph 124 promotes high-quality design that is reflective of the local context. The design of the dwellings will integrate well into the surrounding built environment, respecting the scale and character of the area while also providing modern, well-designed living spaces.

The London Plan (2021)

The London Plan (2021) promotes sustainable development and effective land use, which aligns with the objectives of this proposal. Policy H1: Increasing Housing Supply, sets a target for boroughs to deliver more homes, and this development would contribute positively to meeting housing needs in the London Borough of Hillingdon.

Policy H2: Small Sites encourages residential development on small sites, particularly where they are within easy reach of public transport and local services. This site is well-connected to local bus routes and is within walking distance of West Drayton railway station, thus fulfilling this policy's objectives.

Policy D6: Housing Quality and Standards emphasizes the need for well-designed, well-located housing that provides a high standard of living. The proposed dwellings are designed to meet these high standards, offering generous floor areas (15% above Nationally Described Standard for 4 Bed 7p), appropriate amenity space, and the integration of sustainable design principles.

Hillingdon Local Plan Part 2 (2020)

Policy DMH 1: Residential Development emphasizes the importance of developing underutilized sites, for

residential purposes. The proposal will transform a dilapidated single bungalow into high-quality, much-needed housing, supporting the borough's aim to enhance residential provision.

In terms of character and design, **Policy DMHB 11: Design of New Development** requires new buildings to complement the character of the local area and respect surrounding architecture. The proposed development will be designed to blend with the surrounding residential context, ensuring a cohesive and attractive addition to the streetscape.

6. AMOUNTS

The proposal replaces a single dwelling with two family houses on a site located within an established residential area.

The scale of development represents an efficient and sustainable use of previously developed residential land while remaining appropriate to the site's context.

The proposal delivers additional housing without resulting in overdevelopment of the site. The site is 550m² and the existing dwelling and outbuilding footprints equate to 148m² (113m² +22m² +13m²). The proposed dwellings each have a footprint of 76m² and a total GIA of 137m².

7. ACCESS

The access for the property to the left is to be retained as existing. A new VXO is proposed to access the property to the right.

Vehicular Access

Vehicular access will be taken directly from St Stephens Road.

Off-street parking spaces are provided within the front forecourt area of the site.

The arrangement allows vehicles to enter and leave safely and reduces reliance on on-street parking.

Pedestrian Access

Pedestrian access is provided from St Stephens Road via clearly identifiable pathways leading to each dwelling entrance.

The entrances are visible from the street and designed to provide convenient access for residents and visitors.

Cycle Storage

Secure cycle storage is provided within the development to encourage sustainable travel choices and reduce reliance on private vehicles.

Refuse and Recycling

Dedicated refuse and recycling storage areas are provided in accessible locations close to the street frontage to facilitate collection and day-to-day use.

Inclusive Access

The development has been designed in accordance with inclusive design principles.

The proposal incorporates:

- Level access routes where practicable;
- Clearly identifiable entrances;
- Safe and convenient pedestrian circulation;
- Accessible parking arrangements;
- Accommodation suitable for a wide range of occupants.

The development promotes ease of access for all users regardless of age or mobility.

8. CONCLUSION

The proposed redevelopment of 10 St Stephens Road comprises the demolition of the existing bungalow and the construction of a pair of attractive semi-detached three-storey dwellings.

The proposal has been carefully designed to respect the character of the surrounding area while making efficient use of a sustainable residential site. It provides high-quality family accommodation, appropriate parking, private amenity space, cycle storage and landscaping.

The development will make a positive contribution to local housing supply and is considered to accord with the objectives of national, regional and local planning policy. Accordingly, planning permission is respectfully requested.

END OF DOCUMENT