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23 SKIPTON DRIVE HAYES, UB3 1PL

DESIGN & ACCESS STATEMENT

CONVERSION OF AN EXISTING TWO-STOREY DWELLING INTO TWO SELF-CONTAINED FLATS

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1.0 INTRODUCTION

This document has been prepared by Studio Booth on behalf of the owner.

This Planning Design Statement supports a full planning application for the conversion of an existing two-storey dwelling at 23 Skipton Drive, Hayes, into two self-contained flats.

This proposal is informed by a precedent at adjacent 66 Carnarvon Drive, Hayes, where a similar conversion was successfully granted on appeal (Ref: APP/R5510/W/18/3218527). The proposal outlines how the design respects local context, complies with both national and local planning policies, and contributes to sustainable development objectives.

Boundary

Site

SATELLITE VIEW OF SITE

VIEW OF STREET ELEVATION

The conversion will deliver two high-quality residential units, making efficient use of the existing building while preserving the character and integrity of the surrounding area. This statement sets out the rationale for the design, access arrangements, and the project's compliance with Hillingdon Local Plan, the London Plan, and the National Planning Policy Framework (NPPF).

2.0 SITE ANALYSIS

PROPERTY ADDRESS:	23 Skipton Drive, Hayes, UB3 1PL
COUNTY:	Middlesex
WARD:	Pinkwell
CONSERVATION AREA:	No
LISTED BUILDING:	No
EXISTING USE:	The building is currently a single dwelling [C3 - Dwelling Houses]
PROPOSED USE:	The proposals in the planning application maintains the property as a single dwelling [C3-Dwelling Houses]
SIMILAR APPLICATIONS:	66 Carnarvon Drive

a. LOCATION

The site is situated within a suburban area of Hayes, surrounded by predominantly two-storey semi-detached and terraced residential properties. The area has a mix of single-family homes and properties that have been converted into flats, reflecting a growing demand for diverse housing types.

The property is located on a street with excellent access to public transport, including bus routes and Hayes & Harlington Railway Station, which offers regular services to London and Heathrow. Local amenities such as schools, shops, and parks are within walking distance, further enhancing the site's sustainability credentials. The site is well-suited for residential development, and the proposed conversion aligns with the area's existing residential character.

b. EXISTING PROPERTY

The existing property is a two-storey semi-detached house, featuring a front forecourt with space for parking and a rear garden providing private outdoor space. The property is currently used as a single-family dwelling and has been well-maintained. No significant external alterations have been made to the building.

The property's external materials—brickwork, tiled roof, and UPVC windows—are consistent with neighbouring properties, ensuring a cohesive street scene. The front of the property has a traditional suburban appearance, with a modest setback from the street and low boundary walls. The site's rectangular plot provides adequate space for both parking and private amenity areas, which are integral to this conversion proposal.

3.0 PROPOSED DEVELOPMENT

a. OVERVIEW

The proposal seeks to convert the existing two-storey dwelling into two self-contained residential units, each designed to meet the needs of modern living while maintaining the existing building's character and footprint.

The development includes the provision of:

- **Ground Floor Flat**: A two-bedroom flat with a spacious open-plan kitchen/living area, bathroom, and direct access to the rear garden, which will serve as private amenity space.
- **First Floor Flat**: A two-bedroom flat with an open-plan kitchen/living area, bathroom, and access to a private balcony and a designated section of the garden, providing essential outdoor amenity space.

This conversion maximizes the building's potential, offering high-quality living spaces that align with local and national housing standards. The proposal is designed to ensure privacy, natural light, and outdoor amenity space for both flats.

b. COMPLIANCE WITH TECHNICAL STANDARDS

The proposed flats are designed to meet the space standards set out in the Technical Housing Standards (2015), which align with London Plan requirements. Specifically, the internal gross floor area of the flats will exceed the minimum requirements for two-bedroom, three-person units (70 sqm for two-storey flats). Both flats will be dual-aspect, ensuring ample daylight and natural ventilation, contributing to a healthy living environment.

The proposal also adheres to the standards outlined in the Housing Supplementary Planning Guidance (SPG) for internal layout, providing sufficient room for living, dining, and sleeping areas, along with well-proportioned bathrooms and kitchens.

4.0 DESIGN APPROACH

a. INTERNAL LAYOUT

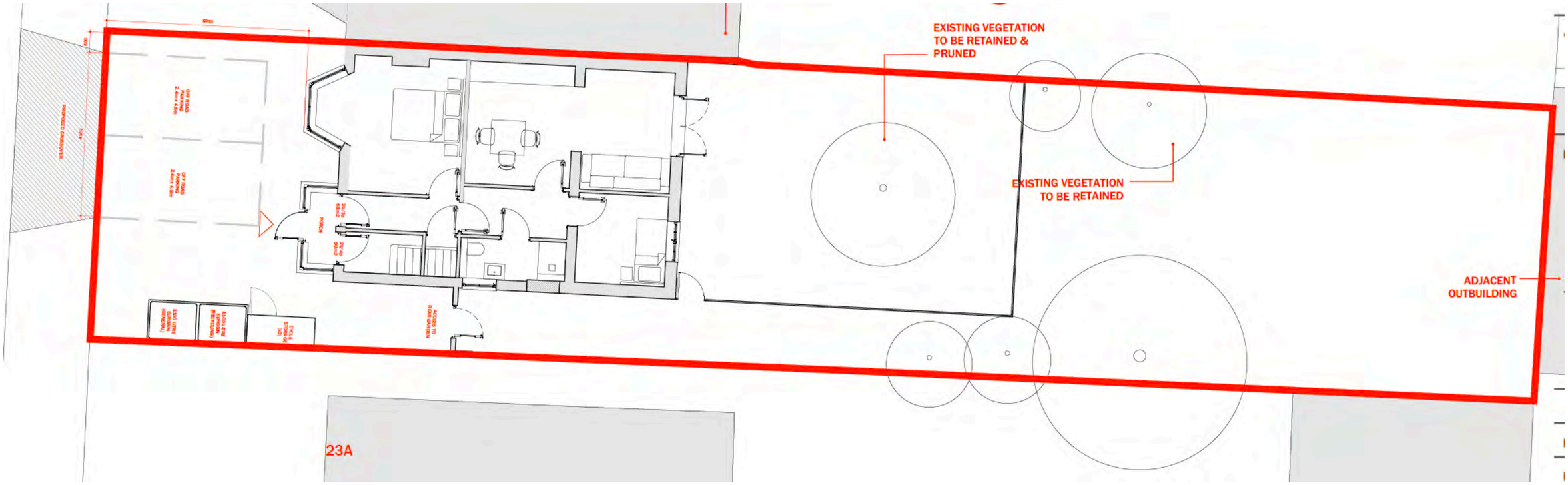
The internal layout of each flat has been designed to ensure optimal use of space, functionality, and privacy. Both flats will feature open-plan living and kitchen areas to create flexible and modern living environments, catering to diverse occupant needs. Bedrooms are positioned towards the rear, ensuring privacy and quietness, particularly in the ground-floor unit which has direct access to the garden.

The separation of living and sleeping areas has been carefully considered to ensure that each flat functions effectively as an independent unit, with ample storage, utility areas, and circulation space. Sound insulation between floors will be enhanced to meet current building regulations, minimizing any potential noise disturbance between the two flats.

b. EXTERNAL DESIGN AND APPEARANCE

Minimal external changes are proposed, with the primary alteration being the addition of a second entrance for the first-floor flat. This entrance will be located discreetly at the side of the property, ensuring that the street-facing façade remains largely unchanged. The new entrance will be designed using materials that match the existing brickwork, ensuring consistency in the property's appearance and maintaining the existing character of the streetscape.

The rear garden will be divided to provide private amenity spaces for each flat. Landscaping improvements will enhance the appearance of the forecourt, incorporating soft landscaping where possible, in line with local design guidelines.



c. SCALE AND MASSING

The overall scale and massing of the building remain unchanged, as the proposal does not involve any extensions. By retaining the existing form, the conversion respects the established pattern of development and ensures that the proposal blends harmoniously with neighbouring properties. This approach aligns with the objectives of the Hillingdon Local Plan, which emphasizes the importance of maintaining the character and appearance of suburban residential areas.

5.0 ACCESS AND PARKING

a. VEHICULAR ACCESS AND PARKING PROVISION

The property benefits from an existing forecourt with space for two off-street parking spaces. The proposal will retain and improve this parking provision, allocating one space per flat, in line with local parking standards and the maximum parking thresholds outlined in both the Hillingdon Local Plan and the London Plan.

The design proposal demonstrates that a similar parking arrangement on adjacent properties is acceptable in this context, where on-street parking capacity is not constrained, and public transport links are readily available.

The proposal balances the need for off-street parking with the promotion of sustainable travel options, particularly given the proximity of bus routes and the railway station.

b. CYCLE AND REFUSE STORAGE

Secure cycle storage for each flat will be provided within the front drive, promoting sustainable transport in accordance with the London Plan's emphasis on reducing car dependency and encouraging cycling. Covered refuse storage areas will be located at the side of the property, easily accessible for both residents and collection services, and screened from public view to minimise visual impact.

6.0 SUSTAINABILITY

The proposal integrates sustainability features that enhance the building's environmental performance and reduce its carbon footprint. Key sustainability measures include:

Energy Efficiency: The conversion will upgrade the property's insulation, ensuring compliance with current Building Regulations (Part L), reducing energy consumption, and improving thermal comfort for residents.

High-Performance Glazing: Double-glazed windows and energy-efficient doors will be installed where necessary, improving thermal performance and reducing heat loss.

Low-Energy Lighting and Appliances: Energy-efficient lighting will be installed throughout the property, and all new appliances will meet high energy efficiency standards, further reducing the development's environmental impact.

Sustainable Transport: The provision of cycle storage encourages the use of bicycles as an alternative to private cars, in line with London Plan objectives. The site's excellent access to public transport services further supports sustainable travel choices.

7.0 IMPACT ON NEIGHBOURING PROPERTIES

a. VISUAL IMPACT

The proposed conversion has been designed to have minimal impact on the appearance of the property and the surrounding area. The building's scale, massing, and materials will remain unchanged, and the external alterations will be limited to the creation of a second entrance. As demonstrated in the appeal for 66 Carnarvon Drive, such minimal external changes do not detract from the visual character of the area.

b. PRIVACY AND AMENITY

No new windows or extensions are proposed, ensuring that there is no overlooking or loss of privacy for neighbouring properties. The careful division of the rear garden ensures that each flat has access to private outdoor space without compromising the privacy of adjacent homes. Additionally, noise insulation between the two flats will comply with building regulations, minimizing any potential disturbance for both residents and neighbours.

8.0 PLANNING POLICY COMPLIANCE

a. NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The proposal aligns with the NPPF's presumption in favour of sustainable development. The conversion makes efficient use of an existing building, enhancing local housing supply without detracting from the character or environmental quality of the area.

b. HILLINGDON LOCAL PLAN

The proposed conversion complies with relevant policies in the Hillingdon Local Plan, including parking standards, amenity space requirements, and housing quality. The proposal reflects the strategic aim of promoting housing diversity and optimizing land use within suburban areas, particularly where public transport accessibility is high.

c. LONDON PLAN

The proposal supports the key objectives of the London Plan, particularly Policies 3.3 and 3.4, which emphasize optimizing housing potential and promoting high-quality residential development. The development also aligns with Policy 6.13, which promotes balanced parking provision while encouraging sustainable transport alternatives.

9.0 CONCLUSION

This proposal for the conversion of a two-storey dwelling into two self-contained flats demonstrates a sensitive approach to meeting local housing needs while preserving the character of the surrounding area. Drawing on the positive precedent set by the appeal at 66 Carnarvon Drive, the proposal complies with local, regional, and national planning policies and represents a sustainable and practical use of the existing building.

The development will contribute to local housing supply by delivering high-quality homes that meet modern living standards, with minimal impact on the surrounding environment. We respectfully request that planning permission be granted for this application.