



Haydon Drive, Pinner, HA5 2PW

Proposal for 21 New Affordable Family Homes

DESIGN AND ACCESS STATEMENT

APRIL 2025



hunters

TABLE OF CONTENTS

1	INTRODUCTION	02-04
2	SITE CONTEXT	06-16
3	DESIGN DEVELOPMENT	18-29
4	DEVELOPMENT PRINCIPLES	31-33
5	THE PROPOSAL	35-60
5.1	Site Strategy	
5.2	Floor Plans	
5.3	Dwelling Types	
5.4	Area Schedule	
5.5	Street Elevations	
5.6	Rear Elevations	
5.7	Site Sections	
5.8	Materiality	
5.9	Perspective Views	
5.10	Landscaping Strategy	
5.11	Accessibility	
5.12	Wheelchair User Units	
5.13	Refuse Management Plan	
5.14	Energy & Sustainability	

Purpose of This Document

This Design and Access Statement has been prepared by Hunters on behalf of the applicant, Hillingdon Council, to accompany a planning application for a new affordable housing scheme comprising 21 family-sized houses in Haydon Drive, Pinner HA5 2PW.

The Site & Context

The 0.58 ha (1.43 acre) site at Haydon Drive, under Hillingdon Council's ownership, consists of 16 studio bungalows located in the northwest corner of a largely flatted estate.

The existing studio bungalows on site are outdated and do not comply with current space and living standards, proving obsolete and difficult to let with above average void periods between lettings. Due to their limited size and layout, these properties are unsuitable for people with mobility issues and are therefore unlikely to be renovated for future use.

Hunters have been appointed to develop proposals for Hillingdon Council to optimise the capacity of the site and to provide larger family homes with 3-4 bedrooms, addressing the housing needs of the borough.



Application boundary – Haydon Drive bungalow site in Eastcote, Pinner, HA5 2PW.

Project Brief

The council seeks a high quality affordable housing development that can serve as a pilot scheme for similar regeneration projects across the borough.

Hunlers have developed and refined multiple design iterations to arrive at the latest scheme, with the following key principles:

- A sense of place and character.
- Attractively designed buildings using high quality materials sympathetic to the surrounding low-density suburban setting.
- A sustainable and energy efficient development adopting renewable technologies, with good access for local services.
- A receptive environment for ecological diversity, retaining trees and vegetation of high quality.
- A strong landscape strategy to further improve the environment as a place to live and blend into its specific location.
- Accommodation of good spatial and natural light standards, designed to meet and exceed the Technical Housing Standards(nationally described space standard) alongside local and national development planning policies.
- Natural surveillance of parking and the public realm.
- An inclusive development which aims to promote social interaction,safety and security amongst residents of various age groups.

Supporting Information

This design and access statement should be read in conjunction with the following supplementary reports and documents:

- Air Quality Assessment
- Arboricultural Impact Assessment and Tree Protection Plan
- (Preliminary) Bat Roost Assessment
- Biodiversity Statement & Metric Assessment
- Daylight & Sunlight Assessment
- Drainage Statement
- Energy Assessment
- (Preliminary) Ecological Appraisal
- Fire Statement
- Ground Investigation Report and Contaminated Land Survey
- Overheating Analysis
- Planning Statement
- Statement of Community Involvement
- Sustainability Statement
- Topographical Survey
- Transport Statement
- Travel Plan
- Utilities Survey

Project Team:



Applicant (Client)



Employer's Agent



Architect

Consultant Team



Arboriculture



Daylight/Sunlight



Drainage



Ecology



Energy & Sustainability



Fire Strategy



Geotechnical



Planning & Development



Transport



Application Summary

Site area: 1.43 acres (0.58 ha)

Site address: Haydon Drive, Eastcote, Pinner HA5 2PW

Use Class: C3 - Dwellinghouses

No. of units: 21 (100% affordable)

Density: 36 u/ha

Car parking: 31 spaces (1.5 spaces per dwelling)

Cycle parking: 2 spaces per dwelling

The Proposal

The redevelopment of Haydon Drive transforms the site into a vibrant residential community of 21 affordable family homes. The proposal not only addresses Hillingdon Council's pressing need for larger, more accessible affordable housing, but also enriches the area with enhanced communal open spaces for residents. Four proposed dwelling types, ranging from 2 to 3 storeys in height, are woven into the low-rise, suburban setting.

2

SITE CONTEXT

Site Location

The site, outlined in red, is located in Pinner, Hillingdon, London.

Pinner lies within Greater London, situated about 15 miles northwest of Central London

The site is situated wholly in the administrative boundary of the London Borough of Hillingdon.

The site does not sit within any Conservation Area of Hillingdon, nor are any listed buildings located within close range of the site.

The Site

The site area is 1.43 acres (0.58 hectares).

The site is currently occupied by 16 studio bungalows which do not comply with current space standards. 9 of the bungalows are currently let on a secure tenancy, 3 are let on fixed term tenancies and 4 are let on a short-life basis.

The site is bound to the North by Chamberlain Lane and its associated residential properties, Joel Street to the West alongside its associated residential properties and Haydon Drive to the East and South alongside its associated residential properties.

The site is accessed from the southeast corner from Haydon Drive. Pedestrian access is also provided from Joel Street and Chamberlain Lane by a public footpath which dissects the north of the site.



Aerial view north with proposed development site outlined in red.

Rail Services

The nearest train station is Northwood Hills, approximately 0.9 miles to the north of the Site. Northwood Hills underground Station is served by the Metropolitan line providing direct access to the major interchange railway stations at Kings Cross and Liverpool Street. Eastcote Station is also in relative proximity to the Site, 1.7 miles from the southeast of the Site, served also by the Metropolitan Line and in addition the Piccadilly line providing direct access to London Paddington.

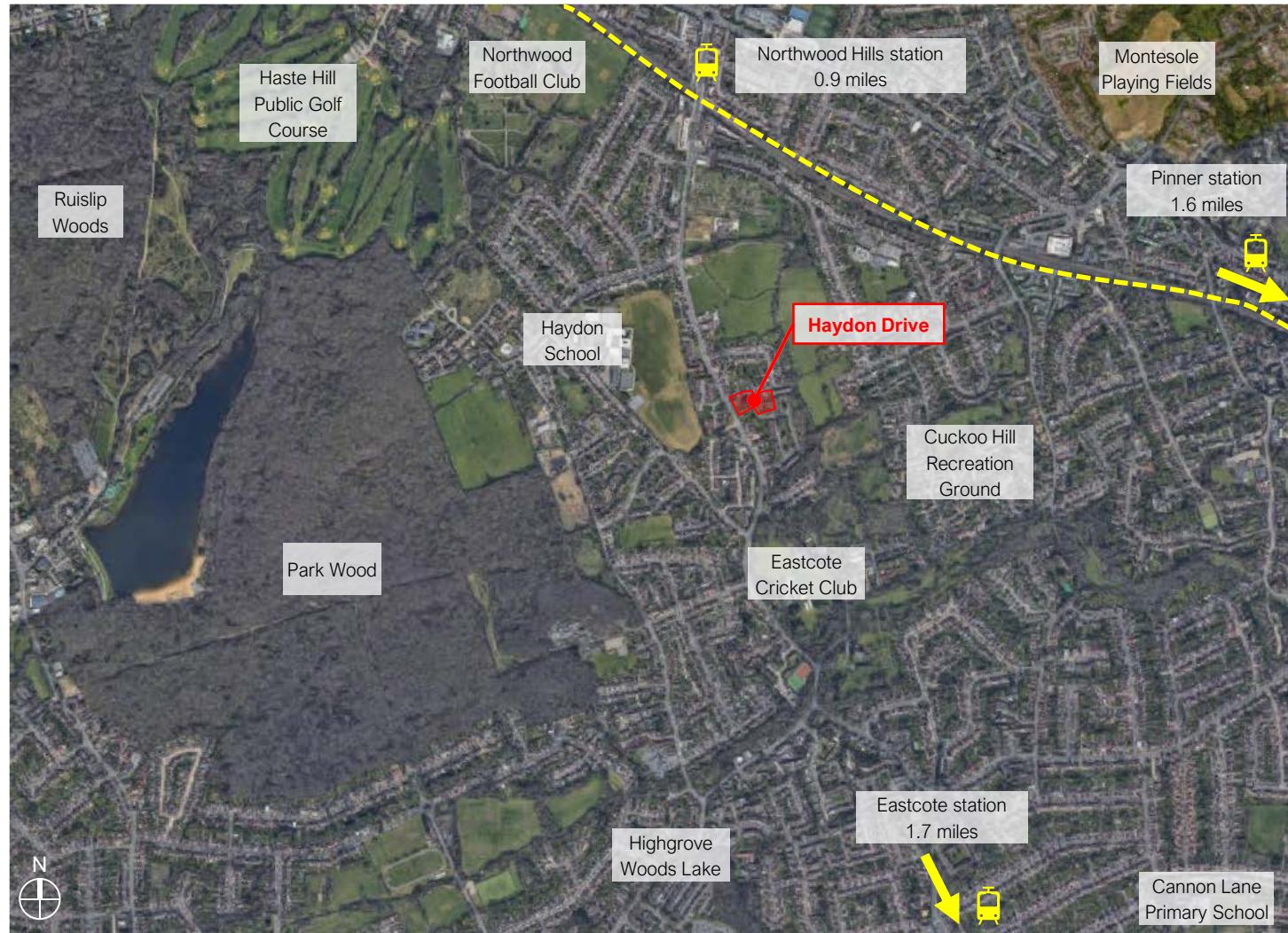
Bus Service

The nearest bus stops (N & S) are south of the Site and can be reached within 2 min on foot. The bus stops are served by buses 282 connecting to Ealing, Northolt, Long Drive, Eastcote and Northwood.

Pedestrian Links

The site sits close to Wiltshire Lane, containing a number of facilities including a playground, beauticians and shops. In addition, the adjacent Joel Street has several health and beauty clinics, and a veterinary practice.

There are several recreational and sporting facilities in the area, with the site being immediately adjacent to Cuckoo Hill Recreation Ground and in relative proximity to Ruislip Park Stables.



Site Connectivity

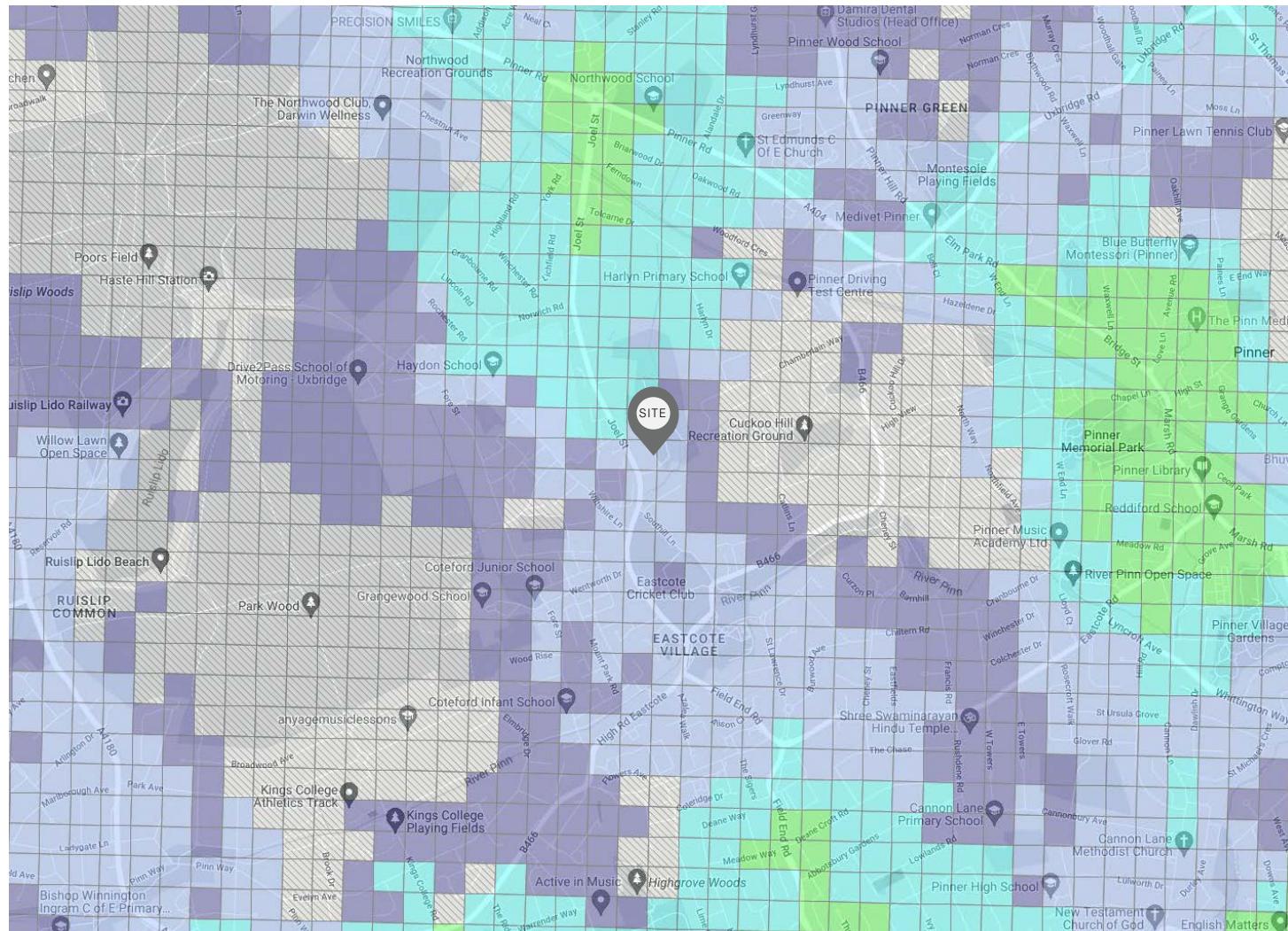
The site has a low level of accessibility, with a Public Transport Accessibility Level (PTAL) rating of 1b, meaning that increased consideration should be given to the on-site parking provision.

The LBH proposed parking standards below provide guidance for parking numbers.

London Borough of Hillingdon Parking Standards

Residential (C3)	London Parking Standard	London Borough of Hillingdon Parking Standard
Residential 1 Bed	Max 1	1 to 1.5
Residential 2 Bed	Max 1	1 to 1.5
Residential 3 Bed	Max 1.5	2

KEY



Access to Public Open Space

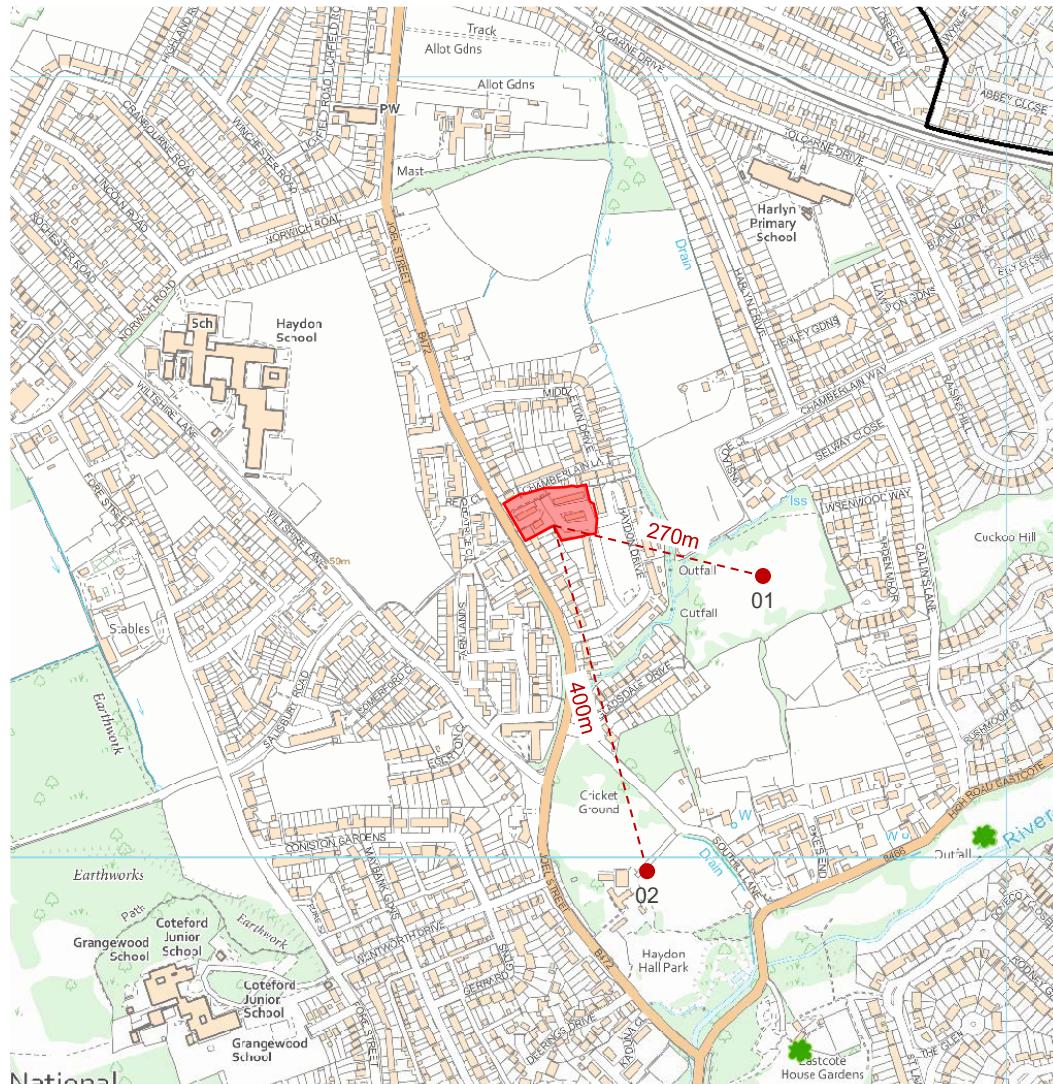
The site has great access to a range of good quality small or local unrestricted open space within a 400m radius. This includes:

1. Haydon Hall Meadows (approx. 270m travel distance)
2. Haydon Hall Park and Cricket Ground (approx. 400m travel distance)

Additionally, the site itself comprises approx. 740sqm of public open space towards the north boundary, to be retained as part of the new proposed development. This would ensure the flexibility of providing much needed recreation/play space area considering the increased residential density of the new proposals, in line with Hillingdon Council's open space accessibility standard.



Public open space within / around the site.



Public open space within 400m travel distance to the site.

SITE APPROACH & ACCESS



01 - Site Approach via Joel Street



02 - Site approach via Haydon Drive



03 - 120 to 128 Haydon Drive



04 - Pedestrian site approach via Haydon Drive



05 - Primary Site Entrance



EXISTING SITE & BUNGALOWS



06 - 130 to 136 Haydon Drive



07 - 138 to 148 Haydon Drive looking East



08 - 41 to 51 Haydon Drive looking West



09 - 41 to 51 Haydon Drive looking West



10 - 45 Haydon Drive and Public Footpath



2.1- SITE CONTEXT

PUBLIC ACCESS & FOOTPATHS



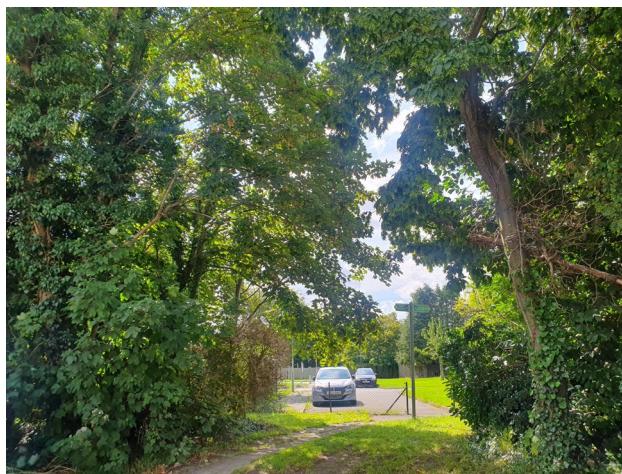
11 - 41 to 51 Haydon Drive



12 - Public Footpath



13 - Public Footpath access through to Chamberlain Lane



14 - Public Footpath viewed from Chamberlain Lane



15 - 1 to 5 Chamberlain Lane



Site Topography

The site slopes from the west to the east with a fall of approximately 6m. The lowest point sits 52.49m above sea level, in line with the location of the vehicular access point on Haydon Drive. The highest point on site lies 58.03m above sea level, to the west of the site bordering Joel Street.

The site topography will be a fundamental consideration and should be positively utilised to minimize the impact of any proposed new development to the neighboring residential properties.



View looking east showing site level change

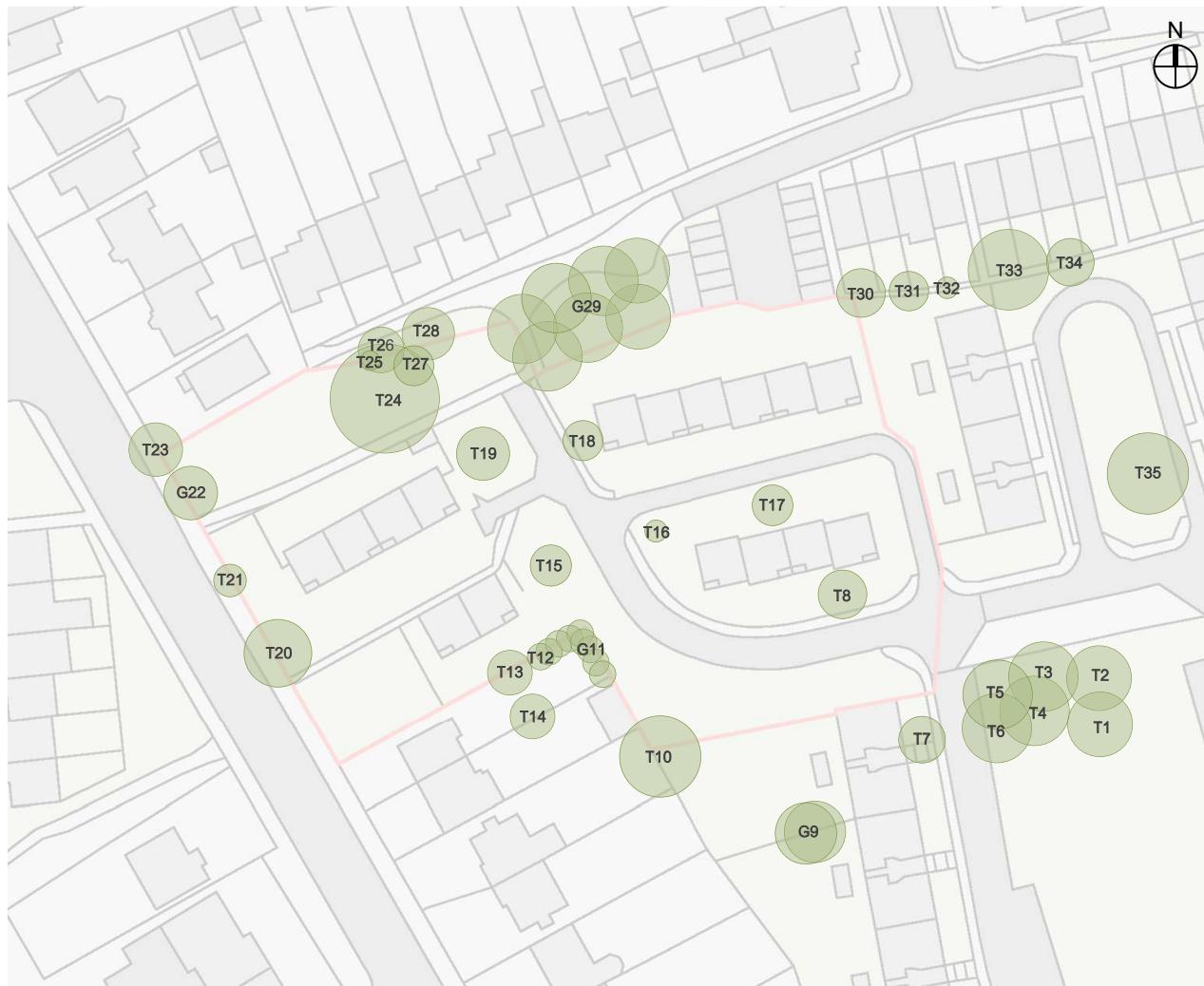


Plan indicating level changes across the site

Tree Constraints Plan

A number of existing mature trees sit within the site boundary, primarily on the site borders. These shall be retained wherever possible to provide screening to the surrounding residential context. G29 sits outside the boundary of the site, but shall be carefully considered given its close proximity and root protection zone (RPZ) which falls within the site extents.

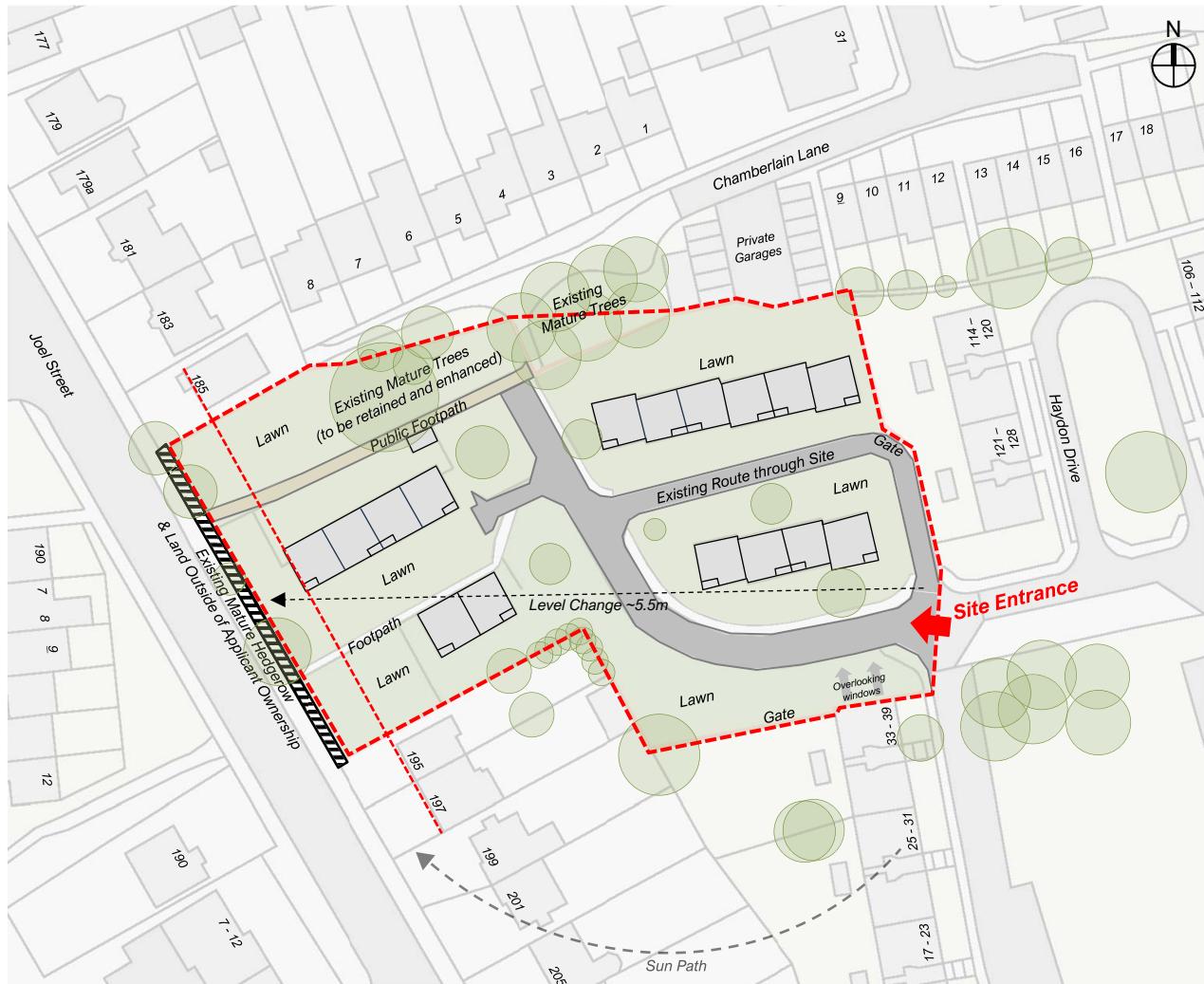
Reference	Species	Reference	Species
T1	Horse Chestnut	T19	Corkscrew Willow
T2	Horse Chestnut	T20	Kanzan Cherry
T3	Horse Chestnut	T21	Flowering Cherry
T4	Horse Chestnut	G22	English Elm, Elder & Ash
T5	Horse Chestnut	T23	Ash
T6	Horse Chestnut	T24	Common Oak
T7	Bird Cherry	T25	Yew
T8	Crab Apple	T26	Leyland Cypress
G9	Leyland Cypress	T27	Leyland Cypress
T10	Hornbeam	T28	Leyland Cypress
G11	Lawson Cypress	G29	Sycamore, Wild Cherry, Red Oak & Leyland Cypress
T12	Apple	T30	Ash
T13	Lawson Cypress	T31	Hawthorn
T14	Apple	T32	Elder
T15	Crab Apple	T33	Field Maple
T16	Horse Chestnut	T34	Ash
T17	Crab Apple	T35	Weeping Willow



Plan indicating existing trees on site

Site Constraints

- Site Location** – The site is located within a residential area in Hillingdon Heath, with a Public Transport Accessibility Level (PTAL) of 1b.
- Topography** – The site falls sharply from the west to east by approximately 6 metres. The existing bungalows are staggered to respond to the site levels.
- Trees** – There are a number of existing mature trees on site that shall be retained wherever possible.
- Vehicular Access** – The site can be accessed by vehicle via haydon drive only. The western boundary is set behind a strip of land outside of the applicant's ownership and an existing mature hedgerow limiting access here to pedestrian only via the public footpath.
- Pedestrian Access** – The site is accessed via footpaths from Haydon Drive, Joel Street and Chamberlain Lane. There is an existing right of way / public footpath located to the north of the site connecting Joel Street and Chamberlain Lane.
- Flood Risk** – The site is within Flood Zone 1 with a low probability of flooding.



Sketch Plan: Demonstrating existing site features

Site Opportunities

- Shared amenity space** – The existing open space available on site is of poor quality, under-utilised and visually obscured from Joel Street. The redevelopment of Haydon Drive presents an excellent opportunity to create a more prominent streetscape along Joel Street and to provide a children's play area with natural surveillance from the new homes.
- Existing tree clusters** – The existing trees on the north site boundary currently serve as a visual and physical buffer between Chamberlain Lane and Haydon Drive, providing shade to the children's play area and the neighbouring properties.
- Active frontage** – The site currently does not have a street frontage along Joel Street, apart from two pedestrian access points, and is isolated by an existing hedgerow/ramson strip along the western boundary. There is an opportunity to remedy this by creating active frontages along all public and communal routes using a perimeter block layout, which helps to minimise front-to-back issues.
- Private rear gardens** – The currently exposed rear gardens of the surrounding properties would be enclosed by the new private rear gardens.
- Vehicular access** – Vehicular access to the site is provided from the south via Haydon Drive, leading to a cul-de-sac. There is no through traffic between Joel Street and the proposed home zone street, creating a safer environment for pedestrians and children playing outside.



3

DESIGN DEVELOPMENT

Design Development and Consultation Process

The design team has been working closely with Hillingdon Council to develop a design-led scheme that optimises the site at Haydon Drive, providing much needed affordable family housing at an appropriate density.

In line with national and local policies, a full programme of community and stakeholder engagement has been undertaken prior to the submission of this planning application.

A timeline summary of design concept iterations and corresponding feedback from planning officers and residents is outlined as follows.



30 July 2023

Pre-App Site Meeting

Design Concept & **Planning Comments:**

- **Apartment-led scheme**
- **60 flats** – considered overdevelopment
- 103u/ha density
- **Podium parking** with 38 car parking spaces – ground level dominated by hard standing not favourable
- **Active frontage** created along Joel Street with linear apartment block – **development here should respect the existing building line**

September 2023

Scheme Response to Pre-App Comments

Design Updates & **Planning Comments:**

- **54 flats** – proposed density still in question
- 93 u/ha density
- **53% affordable, 47% private** – tenure mix supported in principle
- 54 car parking spaces, 32 cycle spaces – new public street is a valuable addition, enhances permeability and wayfinding

3.2- PRE-APP DESIGN RESPONSE

Lower Density, Private Gardens and New Public Street

The residential density was reduced in response to feedback from planners to meet Local Plan requirements.

Concerns over car-parking dominated frontages were raised, so increased consideration was given for soft landscaping to break up the parking bay arrangements.

Separation distances and aspect considerations for neighbouring properties were accounted for in the proposed massing design.



5 January 2024

Pre-App Meeting 2

Design Updates & Planning Comments:

- **36 homes (flats & houses)** –proposed height, scale, massing and layout are broadly supported in principle
- 62 u/ha density
- 39 car parking spaces – relationship to the rear and frontage (car-parking dominated) needs further refinement
- Edge conditions and aspect/amenity of corner units need further refinement

2 April 2024

Pre-App Meeting 3

Design Updates & Planning Comments:

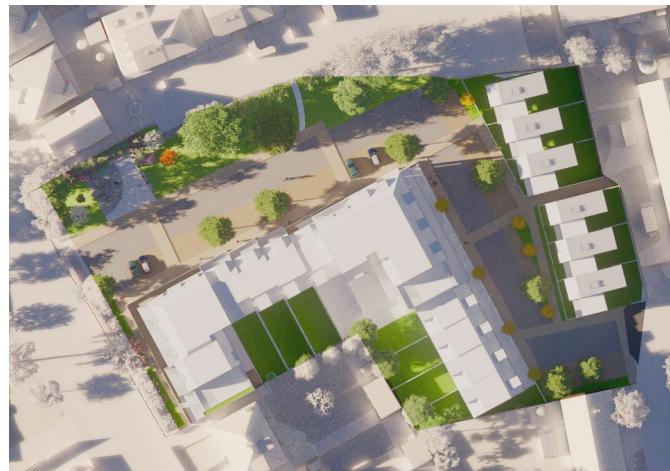
- Frontage considerably set back onto Joel Street to align with established building line
- Separation distance to neighbouring properties increased where possible
- Parking density reduced and soft-landscaping introduced.
- Building massing sculpted to be wholly under the 25-degree plane from existing Haydon Drive properties.

Scale, Height, Separation Distances and Corner Conditions

While the housing mix (50% affordable units) and the proposed mass/form were broadly supported in principle, the Council deemed the proposal leaning towards urban rather than suburban and rural characteristics.

The proposed density is likely exceeding the top limit indicated for this location and type of development within Hillingdon's density matrix.

It was also raised that several visual features remain underdeveloped / suboptimal in terms of their design and coherence (e.g. rather abrupt transitions in height through flank walls, potential overlooking from balconies located at high floors into neighbouring properties).



19 June 2024

Pre-App Meeting 4

Design Updates & Planning Comments:

- 34 homes (flats & houses)
- 59u/ha density
- 50% affordable
- 12% wheelchair accessible
- Continuous wrap-around street frontages address corner units.
- Predominantly 3-storey proposal comprising 2 storeys with roof-level accommodation broadly supported for this site.
- Important to establish a coherent architectural language that unifies all three typologies and forms.
- Adding an extra storey to the internal corner of the block is deemed acceptable, provided the transition is well-designed and the overall form is carefully considered.
- Proposed elevations to include good recess for fenestration openings to prevent flat-looking facades.
- Ensure proposal maximises greening especially along the proposed street and to the rear of properties along the perimeter edges where it adjoins neighbouring plots (e.g. southern and eastern edges).

Alternative Housing-Led Scheme

This proposal follows the principles established from the series of pre-app discussions whilst replacing the high-density corner apartment blocks with family-sized houses.

This arises from planners' concerns about the apartment-led approach coming down in terms of units as we work through the design phase, and to consider the merit in an alternative housing-led option (which also fits with the Council's wider approach to housing provision).

The reduced total number of units allows for reduced parking provision (1:1 assumed) and increased soft landscaping.

A turning head can be facilitated at the end of the cul-de-sac without encroaching the retained landscaped open space.



19 July 2024

Pre-App Meeting 5

Design Updates & **Planning Comments:**

- **Housing-led scheme**
- **21 houses**
- 36 u/ha density
- 100% affordable and family-sized
- 14% wheelchair accessible
- Max building height: 2.5 storeys

August 2024

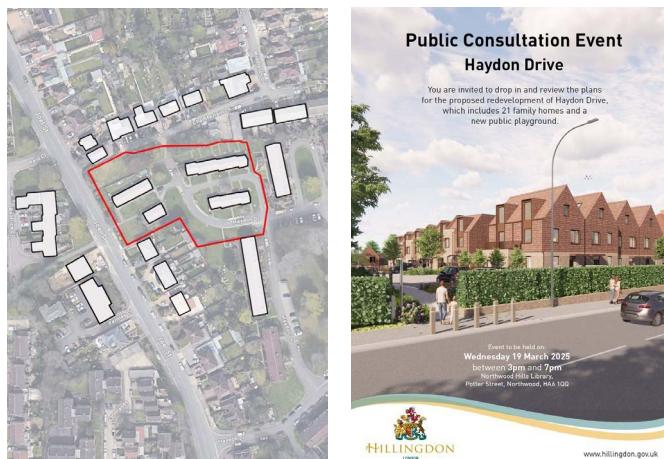
Detailed Design Development

- Proposed gable pitched roof forms sit comfortably within the local townscape, characterised by red and grey hipped, gabled, mono-pitched, and mansard dormer roofs.
- Proposed brick facades respond to predominantly red and beige brick townscape.

Massing Articulation and Materials

With the proposal agreed in principle with planners, further articulation of the massing, appearance and materiality of the scheme was developed, taking cues from the scale and materiality of the local townscape.

A fourth dwelling type featuring parapets and a crown roof was introduced to add variation, while maintaining visual coherence with the gable roof designs along Joel Street by matching their pitch angle. This approach accommodates the site's slope, allowing level access to each property and creating stepped rooflines that improve buildability.



Public consultation flyer and mail drop extents

30 October 2024
Pre-App Meeting 6

- **21 houses**
- 36 u/ha density
- Red clay tile cladding on roofs and upper floors as well as brown/beige brick facades at ground level echo the local townscape of Joel Street and surrounds
- Generally design of Blocks B, C and D (gable roof) appears acceptable, subject to satisfactory separation distances demonstrated throughout
- Concerns over the bulky crown roof design of Block A.
- Use of high quality materials necessary
- Concerns about lack of private amenity space, although a slight relaxation of general standards likely to be acceptable, subject to securing high quality communal open/play space as part of the development.

14 February – 14 March 2025
Resident Consultation

19 March 2025
Public Consultation
NORTHWOOD HILLS LIBRARY, POTTER STREET,
NORTHWOOD, HA6 1QQ.

May 2025
Planning Application

3.6- HOUSING DESIGN PRECEDENTS

① Natural Surveillance of Play Spaces



Goldsmith Street

Architect: Mikhail Riches

Client: Norwich City Council

Tenure: 105 homes for social rent

Density: 83u/ha

Passivhaus design

② Landscaped Street Frontage



Evolution South, Edgware

Architect: Maccreanor Lavington

Client: Barratt Homes

Scope: 133 houses, 146 apartments,
over 1700sqm of public amenity space

③ Terraced Housing & Amenity Space



Dujardin Mews

Architect: Karakusevic Carson

Client: Enfield Council

Scale: 0.79ha

Density: 38 units, 48u/ha

3.7- LOCAL STREET CHARACTER

hunters

Joel Street and Haydon Drive
Local Street Character

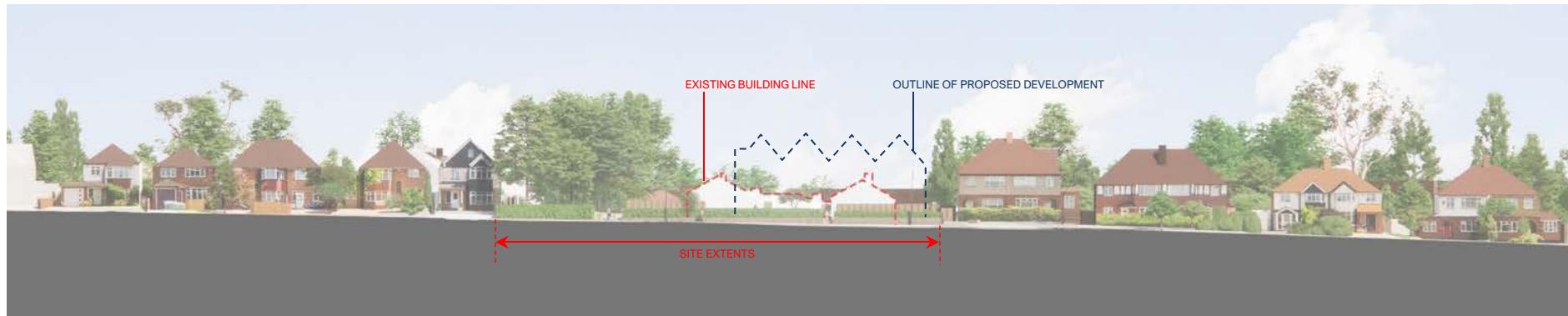


3.8- TOWNSCAPE AND VISUAL IMPACT

- **Massing:** The proposed 2.5 storey gable roof form echoes the scale and rhythm of the local streetscape.
- **Materiality:** The use of clay tile cladding and brick takes cues from the prevailing traditional forms and materials in the locality – red/beige brick facades, roughcast render, gable and hipped roofs, etc.



Proposed Joel Street West Elevation - new active frontage and street greening



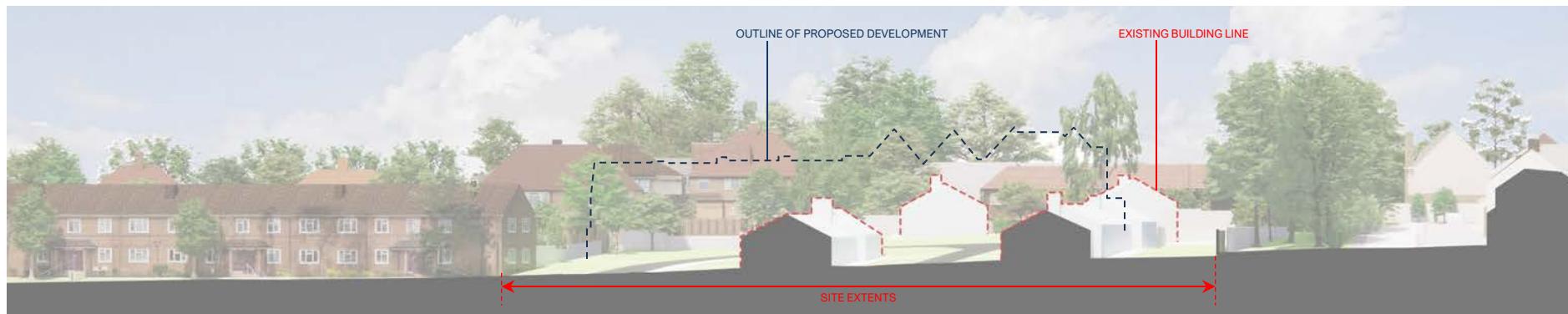
Existing Joel Street West Elevation

3.8- TOWNSCAPE AND VISUAL IMPACT

- Density:** A wide range of mature trees and public lawns are retained to ensure a careful balance of enhanced public realm with the proposed built density.
- Roof level accommodation:** The proposed 2.5 storey units with roof level accommodation sits comfortably adjacent to the low-density family housing with pitched roofs along Haydon Drive.



Proposed Haydon Drive East Elevation – optimised density with appropriate separation distances



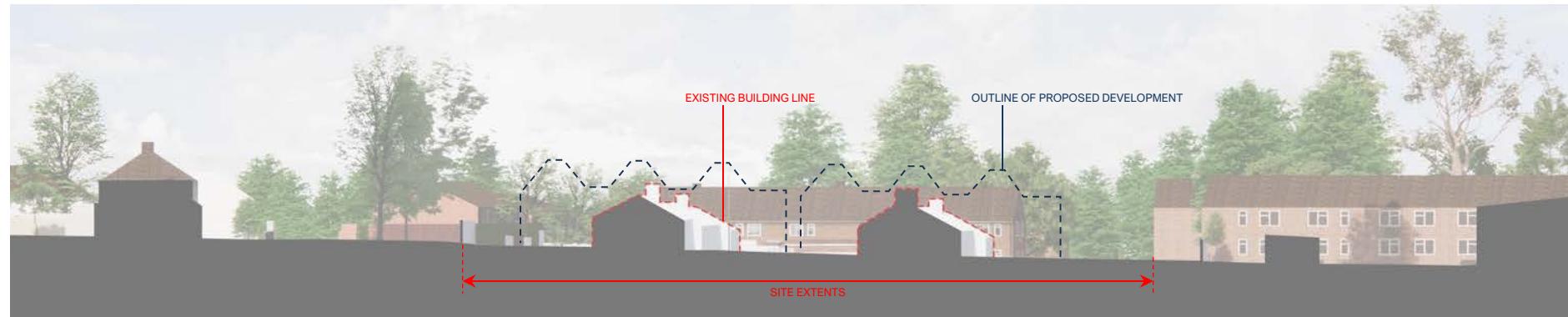
Existing Haydon Drive East Elevation

3.8- TOWNSCAPE AND VISUAL IMPACT

- Edge Conditions:** The more sensitive existing edges of the site require a reduced massing and height of 2 storeys (compared to the rest of the 2.5 storey units situated more deeply within the site), such that it does not negatively impact on neighbouring properties to the rear on Haydon Drive in relation to overlooking and daylighting.



Proposed Haydon Drive West Elevation – 2-storey terraced houses with gable roof form



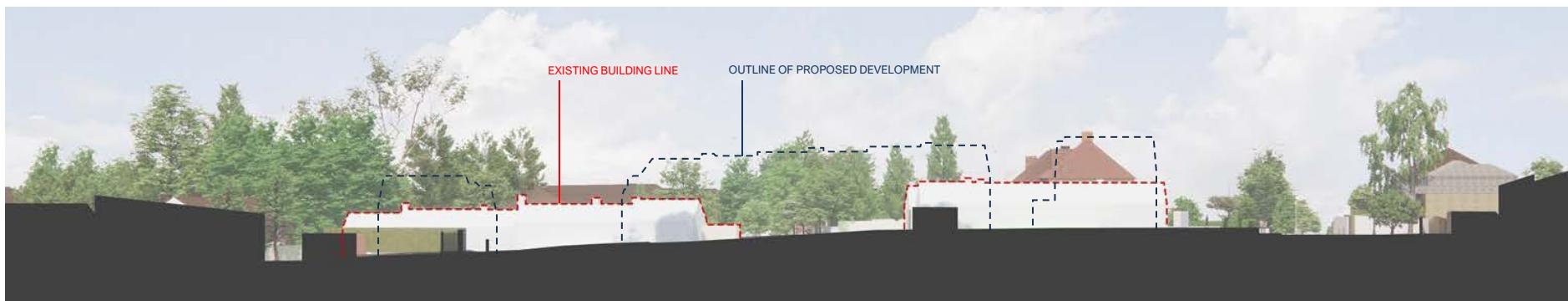
Existing Haydon Drive East Elevation

3.8- TOWNSCAPE AND VISUAL IMPACT

- **Topography:** The 2.5 storey terraced houses step up along the natural slope of the site in 0.3m intervals to ensure Part M accessibility throughout the proposed development.
- **Designing for Daylight:** The 2 storey houses along the eastern edge of the site are situated below the 25-degree line drawn from the habitable windows of neighbouring properties to the rear, proving unlikely to experience an unacceptable loss of daylight or sunlight.



Proposed Haydon Drive North Elevation – designing for daylight using appropriate separation distances, orientation and roof pitch



Existing Haydon Drive East Elevation

Key:

1. Clay tile roof and cladding
2. Brown/beige facing brick, stretcher bond
3. Brown/beige facing brick, soldier course
4. Feature brick – protruding brickwork / corbelling
5. Metal cladding for dormers, standing seam
6. Built up flat roof system
7. Windows and doors, aluminium composite, colour: bronze
8. Rainwater goods, copings, fascias and spandrel panels, colour: bronze

