



STUDIO HALLETT IKE

40 Station Approach

Albion Housing Ltd

**Planning, Design and Access Statement
March 2021**

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1.0 Introduction

This Planning, Design and Access statement has been prepared by Studio Hallett Ike, on behalf of Albion Housing.

The proposal is for demolition of an existing 2 storey house/dental surgery and replacement with a new build 3 storey development, of mixed used residential and dental surgery, on the corner site at 40 Station Approach, Ruislip.

This statement sets out the proposals in the context of the National and Local Planning Policy. The statement will explain and consider issues relating to the design and impact of the proposal as well as the impact on local amenity and neighbouring properties, whilst developing the client brief in further detail.

Pre-application dialogue and other planning context with the London Borough of Hillingdon will also be indicated, alongside how the design has evolved since then.

This statement should not be read as a standalone document and should be read in conjunction with all other documents and drawings attached to this application.



2.0 Existing Site and Context

Location

The site is located at the junction of Station Approach and Northolt Avenue in the London Borough of Hillingdon. It is not within a conservation area.

The corner site is in a prominent location along Station Approach that is currently under utilised, but borders the suburban and domestic feel of the Northolt Avenue and the surrounding roads, and the high street feel of Station Approach. To the rear of the site is an unnamed access road that leads to the rear of other properties along Station Approach.

It should therefore be treated respectfully in consideration of both.

The site is currently used as a dental surgery and residential home.

The site benefits from multiple aspects to the North, South, West and partially to the East.



Existing site from the Acol Crescent Development opposite



View from Station Approach - looking East



View from Station Approach - looking West



Looking North to Station Approach from Northolt Avenue



Acol Crescent Development - from site



Acol Crescent Development - from South West

Immediate Context

The local environment exhibits a wide range of architectural styles and massing.

Station Approach consists of many multi unit buildings, including the new Acol Crescent development directly opposite the site.

Retail and commercial units with residential above are part of the character of the local area.

Northolt Avenue is undoubtedly more suburban but still presents a wide range of massing and aesthetic styles.

The Acol Crescent development is a mix of red and grey bricks with pop out box windows and balconies in metal.



Transport Connections

A more in depth analysis of the transport connections and parking is available in attached Technical Note by David Tucker Associates.

The site benefits from good transport links and accessibility with a PTAL score of 3.

The site has excellent public transport links;

-South Ruislip rail station is located 240m to the north east, with services to Marylebone, High Wycombe and Gerrards Cross. It is also on the Central Line with direct links to central London.

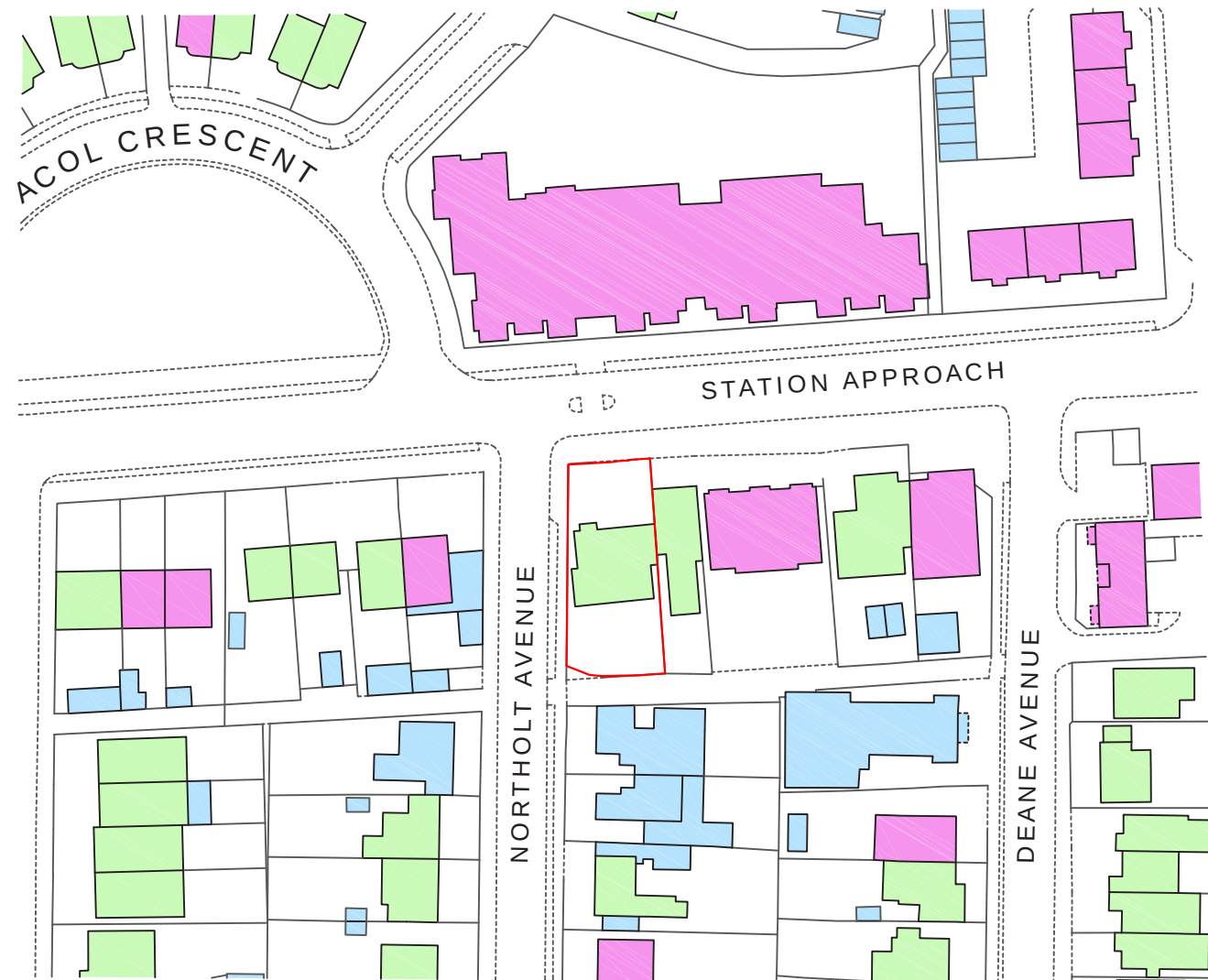
-Bus stops are also located 300m to the south west and are served by two bus routes; 696 and E7.

A patient travel survey was also undertaken for the existing Dental Surgery and 86% of users travel to the surgery via sustainable methods, i.e. walking, cycling or by public transport.

The site is within walking distance to many green spaces including Jim O'Neill Walk along Yeading Brook, Stonefield Park and Bessingby Playing Fields.

There are multiple shops, restaurants and other amenities further toward South Ruislip Station and Victoria Road, including Sainsburys and Asda superstores, South Ruislip Library and the Queensmead Sports Centre.

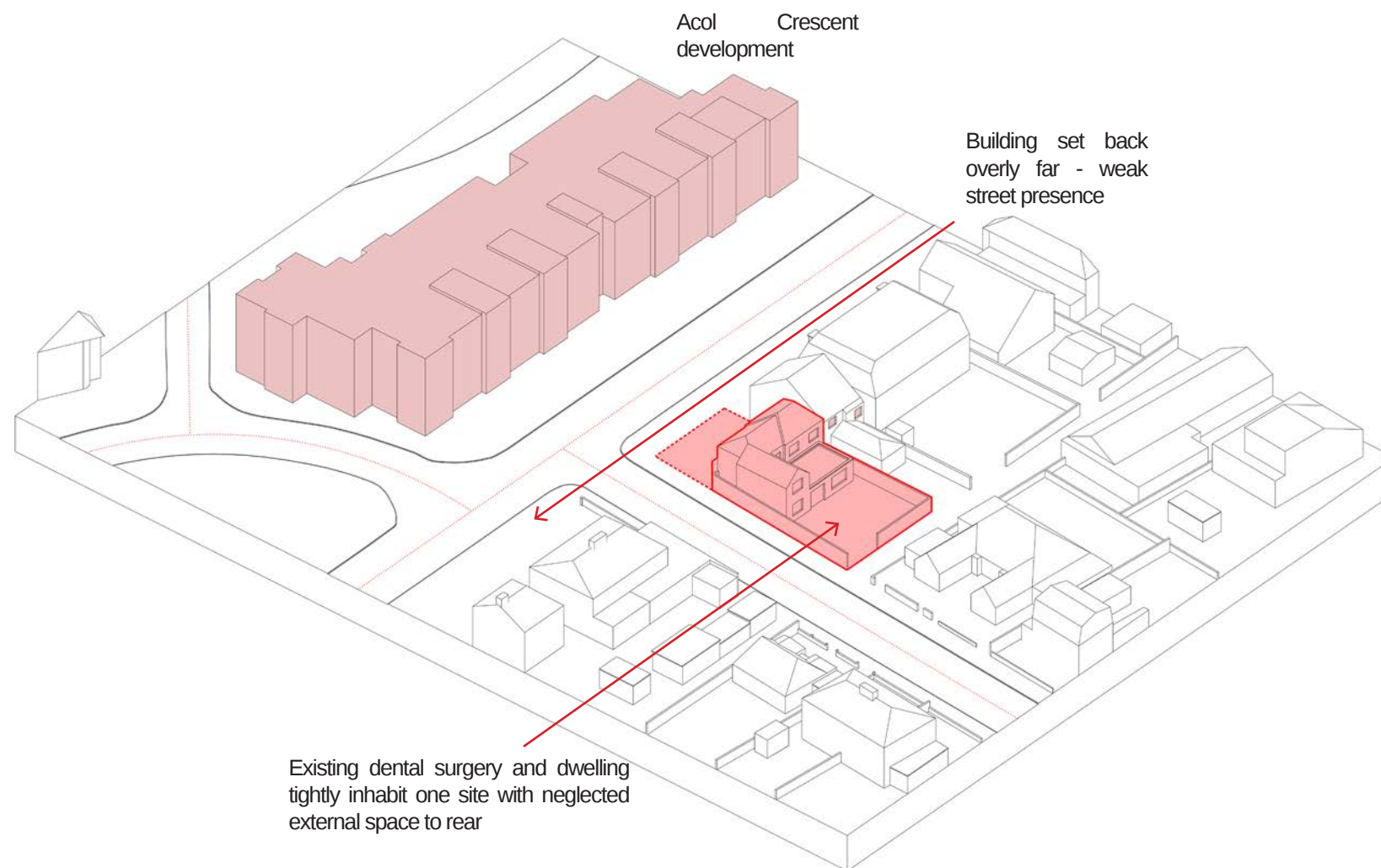
- | | |
|-----------------------------|----------------------------|
| ● Site | 5 Queensmead sports centre |
| - - - 5 minute walking zone | 6 Cineworld cinema |
| 1 South Ruislip Station | 7 Asda superstore |
| 2 Ruislip Gardens Station | 8 Bridgewater Road Fields |
| 3 Sainsbury's superstore | 9 Stonefield Park |
| 4 Victoria retail park | 10 RAF Northolt |



Surrounding Building Heights

- 1 storey building
- 2 storey building
- 3 storey building

For the purposes of this map, a building is counted as 3 storeys within a roof pitch if a dormer has been added.



Street Analysis

Analysis of the existing site and brief has highlighted that there are a number of issues which need to be addressed in the process of design -

- The corner plot plays an important role in the local streetscape, and currently misses out on providing a focal point from South Ruislip station and along Station Approach.
- The current building on the site is becoming unfit for its purpose as a local dental surgery, as this vital local asset is outgrowing the premises.
- The existing residential portion of the building sits awkwardly around the existing dental surgery. It is comprised of small, poor quality room layouts, unbecoming to modern standards and expectations.
- Heavy advertisements and sign-age is frequently present on building frontages along Station Approach. This can lead to a confused and disjointed local appearance.

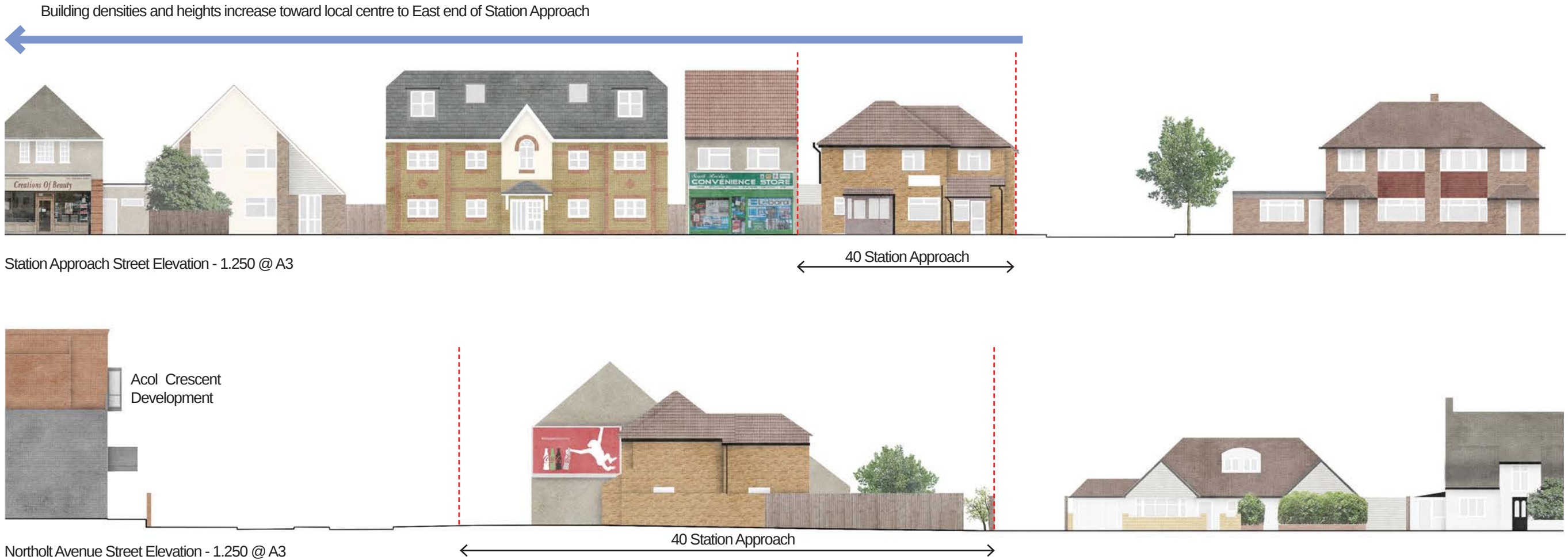
Street Context

The local environment exhibits a wide range of architectural styles and massing.

Station Approach consists of many multi unit buildings, including the new development directly opposite the site on Acol Crescent. Retail and commercial unit with residential above are part of the character of the local area.

The buildings leading along Station Approach from the site are within the local centre, and thus are higher density. Higher density and taller buildings should be expected, and steered toward, the local centre.

Northolt Avenue is undoubtedly more suburban but still presents a wide range of massing styles,





1. Housing development in the corner of Station Approach and West End Road.



2. Great Central House, on the corner of Station Approach and Great Central Avenue.



1. Morritt House, on the corner between Station Approach and Deane Avenue.



Other Context

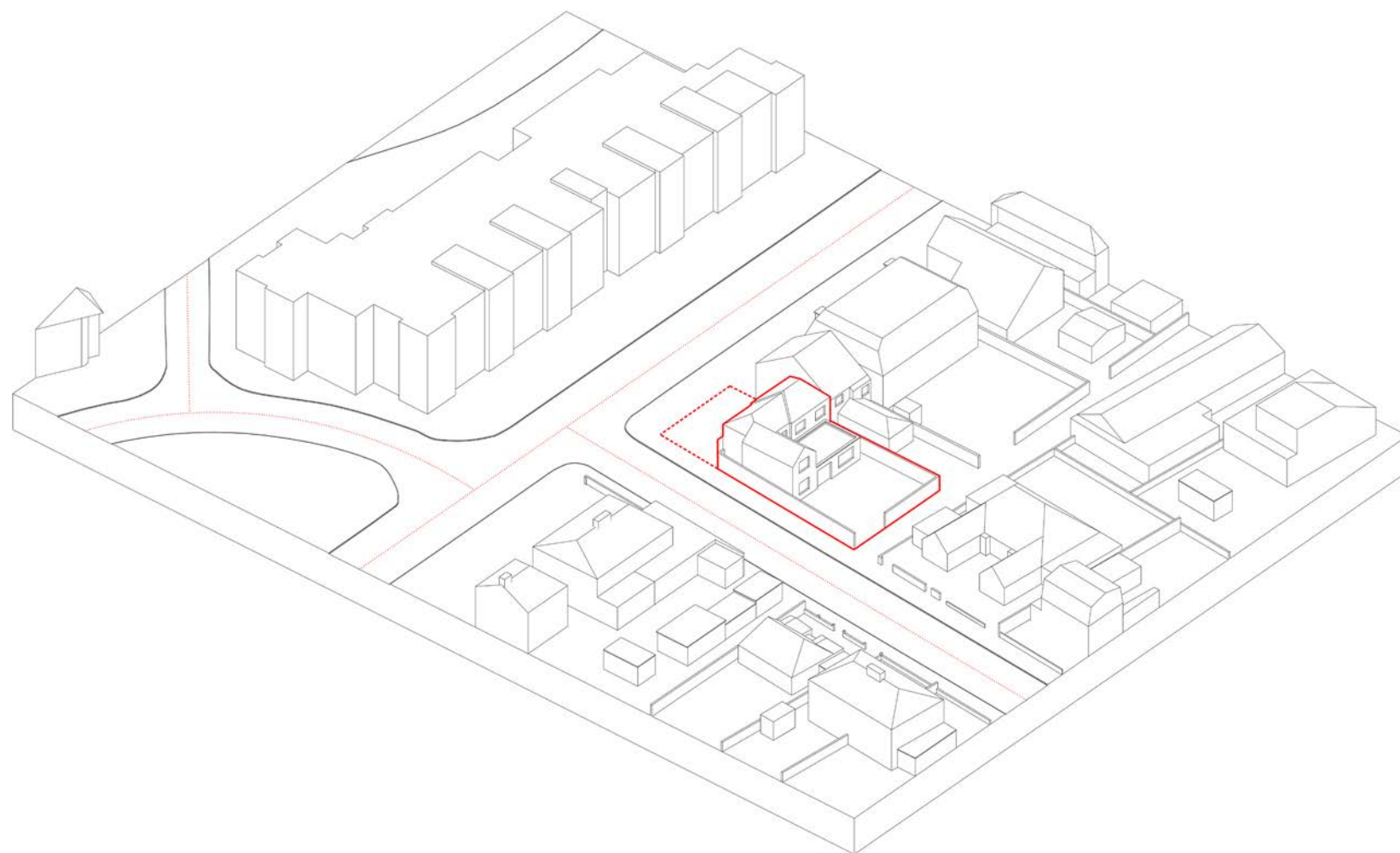
Other notable buildings in the surrounding area;

1. Housing scheme on the West end of Station Approach, occupying the corner plot between Station Approach and West End Road. The 3 storey multiple dwelling scheme sits on the corner plot, but resides against the domestic houses adjacent to, and opposite the site.

2. Great Central House- a housing development opposite South Ruislip station, sits on a corner site between Station Approach/Long Drive and Great Central Avenue. This 3 storey multi dwelling scheme is comprised of red brick and render.

3. Morritt House, on the corner of Station Approach and Deane Avenue is an imposing 3 storey office building, that sits in line with, but at a higher top level than its immediate neighbours along Station Approach.

The above building schemes illustrate that 3 storey buildings facing Station Approach, on both the North and South side of the highway, are a commonplace. All above buildings also sit next to residential dwellings to their rear.



3.0 Design Brief and Parameters

The clients brief is to produce a high quality residential scheme, with dental surgery use on ground floor, within an underused and neglected corner site.

The proposal encapsulates demolishing the existing building which currently resides in the form of a dental practice and constructing a residential development, with reinstatement of an improved ground floor dental surgery in its place.

The aim is to provide a contemporary and elegantly proportioned building that is also sensitive and appropriate for its context.

In order to achieve this, the scheme needs to address the following:

- Full demolition of existing buildings on the site
- Adhere to the surrounding building heights, taking into account the major new residential development opposite which is approximately 11 meters in height.
- Be sensitive to the neighbouring window location by utilising the 45 degree angle when creating the mass of the proposed scheme.
- To address and revitalise an important corner site, which works to harmonise a disjointed local vernacular.
- We can therefore conclude that we have the opportunity to build with a massing that relates to the surrounding context.

Key Policy Standards

The design has been guided by the following policies to comply with the brief and parameters, taken from:

- The London Borough of Hillingdon Local Plan Part 1 (2012)
- The London Borough of Hillingdon Local Plan Part 2 (2020)
- National Described Space Standards (2015)
- National Planning Policy Framework (2019)
- Draft London Plan (2019)

Flat Area Size (GIA) -

- 1 Bed Flat: min 50sqm (Up to 2 people)
- 2 Bed Flat: min 70sqm (Up to 4 people)
- 3 Bed Flat: min 74sqm - 95sqm (2-6 people)

External Amenity Size -

- 1 Bed Flat: min 5sqm private / 20sqm shared
- 2 Bed Flat: min 6sqm private / 25sqm shared
- 3+ Bed Flat: min 7sqm private / 30sqm shared

Internal Living/Dining Size -

- 1 Bed Flat: min 23sqm (Up to 2 people)
- 2 Bed Flat: min 27sqm (Up to 4 people)
- 3 Bed Flat: min 27-31 sq (Up to 6 people)

Bedroom Size -

- min 12sqm per double/twin bedroom

Car Parking -

- Electric Vehicle Charging Points: 20% Active, remaining Passive
- Maximum 1-1.5 spaces per residential flat
- Maximum 2 spaces per consulting room

Cycle Parking -

- Min/max 1 space per residential flat
- Min/max 1 space for dental surgery staff
- Min/max 1 space per 10 patients

Refuse and Recycling -

- Max 10m from refuse vehicle to point of collection or bin store



View looking North from Northolt Avenue

4.0 Pre-Application Discussion & Planning History

Pre-Application Scheme Submission

Ref: 27354/PRC/2020/181

This scheme was submitted for pre-application advice on the 28th August 2020 and a telephone conference meeting was held on the 16th September. A sketch scheme was submitted on 28th September 2020 in response to the telephone conference and formal written comments were received on the 16th October 2020 based on review of this.

The original scheme submitted shown here consisted of demolition of the existing building and erection of a four storey high building, the top floor set back from the facades. The design was primarily brick and pre-cast concrete, with the fourth floor clad in metal.



Station Approach Elevation



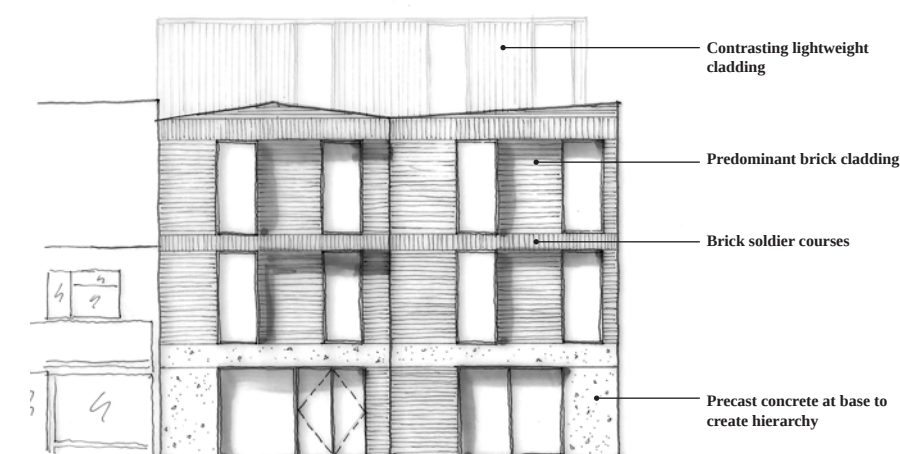
Northolt Avenue Elevation



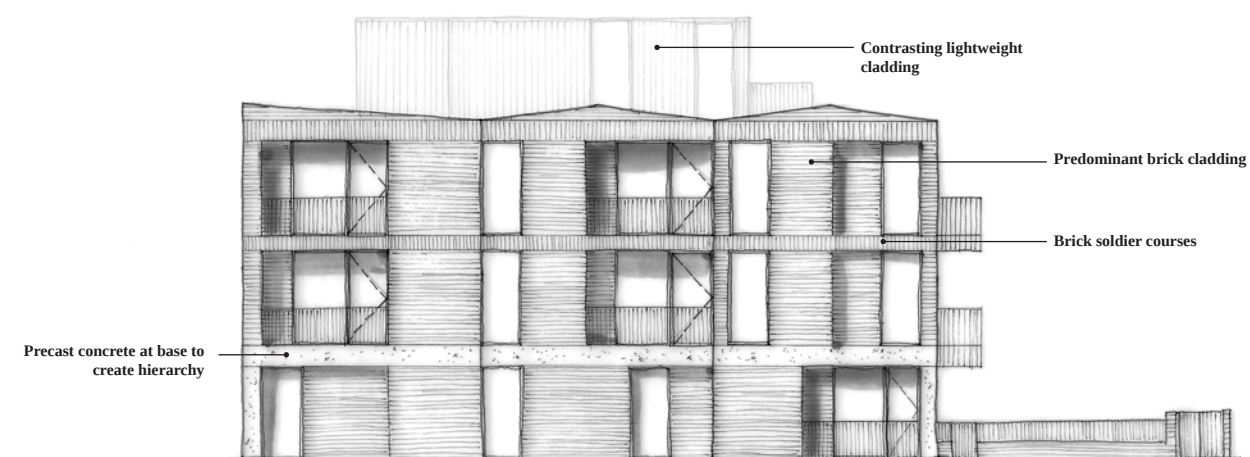
View looking North from Northolt Avenue

Pre-Application Scheme Submission

As per the original submission ref 27354/PRC/2020/181, the sketch scheme shown here consisted of demolition of the existing building and erection of a four storey high building, the top floor set back from the facades. Against, the design was primarily brick and pre-cast concrete, with the fourth floor clad in metal. However the key changes were alteration of the design to incorporate more brick and less concrete, and pitched parapets to the second floor to create a feeling of verticality and individual dwellings. The third floor was also reduced in overall mass and size, to soften the impact on the surroundings. It was previously a 2 bedroom flat, but this sketch scheme showed it as a 1 bedroom flat.



Station Approach Elevation



Northolt Avenue Elevation

Key Responses

The response received from the formal advice took into account the original scheme submitted on the 28th August 2020, and the revised sketch scheme submitted 28th September 2020. The key responses to note are summarised as follows:

DESIGN

- Concerns that a fourth storey would contribute to an over dominant building and three storeys would be more appropriate for the context.
- Brick as a primary construction material is a more appropriate tone.

PARKING

- The car parking provision falls below the maximum permissible provisions and so would need further justification.

AMENITY SPACE

- External amenity space complies regarding balcony areas, but falls short of the required additional 20sqm per 1 bed flat, and 25sqm per 2 bed flat.

HOUSING MIX

- Given the site's location and particular constraints due to the site size and ability to provide parking and private amenity space, a housing mix fully in line with current housing requirements is not expected, however the applicant is required to justify how they have tried to optimise the delivery of housing to meet the borough's needs.

In conclusion:

“The principle of the redevelopment of the site is considered acceptable however, as noted in the Council's Conservation and Urban Design Officer comments, the introduction of the top third floor would not be supported as it would contribute to an over dominant building on a prominent corner which would result in an adverse impact on the street scene and the character and appearance of the area....

... Overall, the proposed development as it currently stands, would not be supported. Exploring further design solutions in order to resolve the issues identified in this response is necessary

In the event that these principle issues are resolved, the formal application submission should be supported by the documentation requested within the main body of the report to aid the detailed consideration of the application...”



View looking North from Northolt Avenue



Station Approach Elevation

Northolt Avenue Elevation

Previous Full Planning Application Scheme Submission

Ref: 27354/APP/2020/4256

A previous scheme was submitted for a full planning application on the 18th December 2020, validated 6th January 2021.

Taking into account the comments from the pre-application advice, a key design change was to remove the third floor to result in a 3 storey building comprising of a dental surgery, 1 x 2 bedroom flat and 6 x 1 bedroom flats.

Although each flat already had a private balcony exceeding the required depths and widths, the pre-application advice highlighted that additional shared external amenity space be required, and we proposed to comply with this by incorporating a roof garden. To make this fully and easily accessible we proposed that the lift run up to the roof level.

A more vertical design was incorporated, after the advice received from the pre-application, and a red coloured brick was proposed as the primary cladding material.

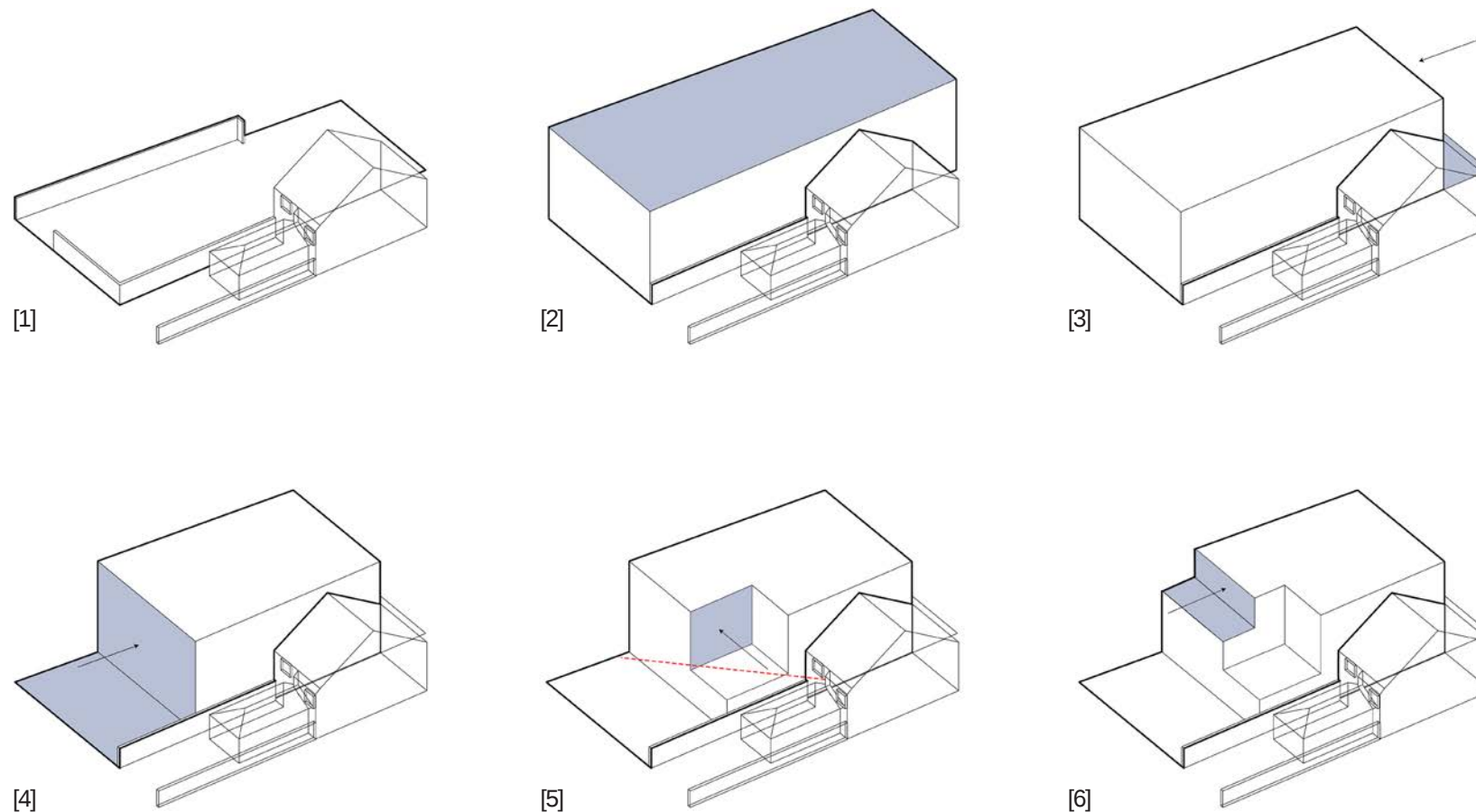
A parking stress survey was also undertaken to ensure there would be no negative impact to the surrounding on street parking.

Despite the above changes taking into account the pre-application advice, the scheme was refused on the 12th March 2021, for the following reasons (summarised):

1. Loss of a family sized unit on the existing site, without providing a sufficiently sized unit in the proposed scheme.
2. Failure to provide private amenity space of sufficient size.
3. Proposed roof access enclosure is intrusive and incongruous in terms of its size, scale, bulk and design.

Following issue of this decision, we inquired as to why the amenity space was given as a reason for refusal as our own understanding of the requirements was that the scheme complied. The LPA then acknowledged that incorrect reasons were given for refusal and that the correct reasons given should be (summarised):

1. Overall size and scale of the building would be detrimental to the street scene, site, and wider area.
2. Loss of a family sized unit on the existing site, without providing a sufficiently sized unit in the proposed scheme.



5.0 Design Development & Justification

Massing

The starting point for considering the massing of the street elevation is the mass of the Acol Crescent development opposite. However the key challenges facing the development of the massing come from the residential buildings neighbouring the site and from the South of the site away from Station Approach, along Northolt Avenue.

To provide a harmonious relationship within the surrounding buildings, the design maintains the general height of the current roof scape as well as pulling the front facade back from the full extent of the site to align with the building line of the neighbours along Station Approach. The mass is also pulled from the rear of the site to align with the extension of to the neighbouring property. [1,2,3,4]

The project should not adversely impact the outlook from 42 Station Approach. The design maintains a 45 degree line from the first floor of no. 42, and uses this axis to carve back the proposed mass. [5]

In accordance with the Pre-Application advice of officers, the scheme excludes the fourth storey and the proposal now consists of a three storey scheme.

Following further comments from the LPA regarding the overall massing and bulk, the lift overrun and stairwell access has been significantly reduced on the roof, by stopping the lift short, and incorporating a sliding box roof light to the roof to allow for access.

The rear of the building on the second floor has also been pushed back from the southern elevation. This creates a visually stepped presence and softens the visual appearance onto the properties along Northolt Avenue. [6]

The below drawing illustrates how we have reached the proposed scale of the proposal by reducing the overall mass, both from the pre-application advice, and from the subsequent comments given on the previous planning application.

1. Green - Removal of the top floor significantly reduces the overall mass.

Building taken back from previous Planning Application scheme 27354/APP/2020/4256

— Building taken back from Pre-Application scheme 27354/PRC/2020/181

— Building taken back from previous Planning Application scheme 27354/APP/2020/4256

- Building outline of proposed scheme under this Planning Application





Precedent Analysis

The nature of a corner building lends itself to a strong and grounded design that forms a focal point from both Station Approach and Northolt Avenue.

The building has been designed to a high quality standard that takes into account the inhabitants use and feel of the space as a priority. External amenity space is a key design parameter, acting as a focal point for each unit.

Regularity in facade design seeks to harmonise the existing variety of local styles, and provides the basis for efficient use of internal space.

The design also seeks to break down the facade to create the appearance of separate dwellings in a vertical aesthetic. The Acol Crescent Development opposite the site also displays a push and pull of facade.

The new Acol Crescent Development opposite the site at 40 Station Approach sets a new precedent for contemporary residential design in the area.

