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PROPOSED RESIDENTIAL SCHEME
RUISLIP CAB SITE

NOVEMBER 2025

DESIGN AND ACCESS STATEMENT

Section 1.0 PROPOSAL SUMMARY	05 - 06
Section 2.0 SITE CONTEXT	07 - 20
Section 3.0 SITE ANALYSIS	21 - 28
Section 4.0 DESIGN DEVELOPMENT	29 – 32
Section 5.0 DEVELOPMENT PRINCIPALS	33 - 34
Section 6.0 THE PROPOSAL	35 – 55

1.0 PROPOSAL SUMMARY

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1.1 INTRODUCITON

PROJECT BRIEF

The council seeks 6 new suburban family homes that respond sensitively to the historical townscape of Ruislip, as well as, reconfiguring St Martins Approach Car Park, and to optimise the Winston Churchill Theatre Carpark.

Hunters has developed and refined several designs to reach the latest scheme with the following key principals:

- A sensible and sensitive design that achieves a contemporary look while in keeping with historical values
- 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 exceed the Technical Housing Standards (nationally described standards) alongside local and national development policies
- Natural surveillance of parking and the public realm
- An inclusive well integrated development which aims to promote safety and security amongst resident of all age groups.

SUPPORTING INFORMATION

The Design and Access Statement should be read in conjunction with the following supplementary reports and documents.

- Arboriculture Impact Assessment
- Biodiversity Assessment
- Daylight and Sunlight Assessment
- Transport Statement
- Topographical survey
- Drainage Statement
- Historical Impact Statement
- Archaeological Study Assessment
- Ground Investigation Report and Contaminated Land Survey

PROJECT TEAM



Applicant (Client)



Architects



Consultant Team

Arboriculture



Daylight/Sunlight



Drainage



Ecology



Geotechnical



Transport

Aerial view north with proposed development site outlined in RED

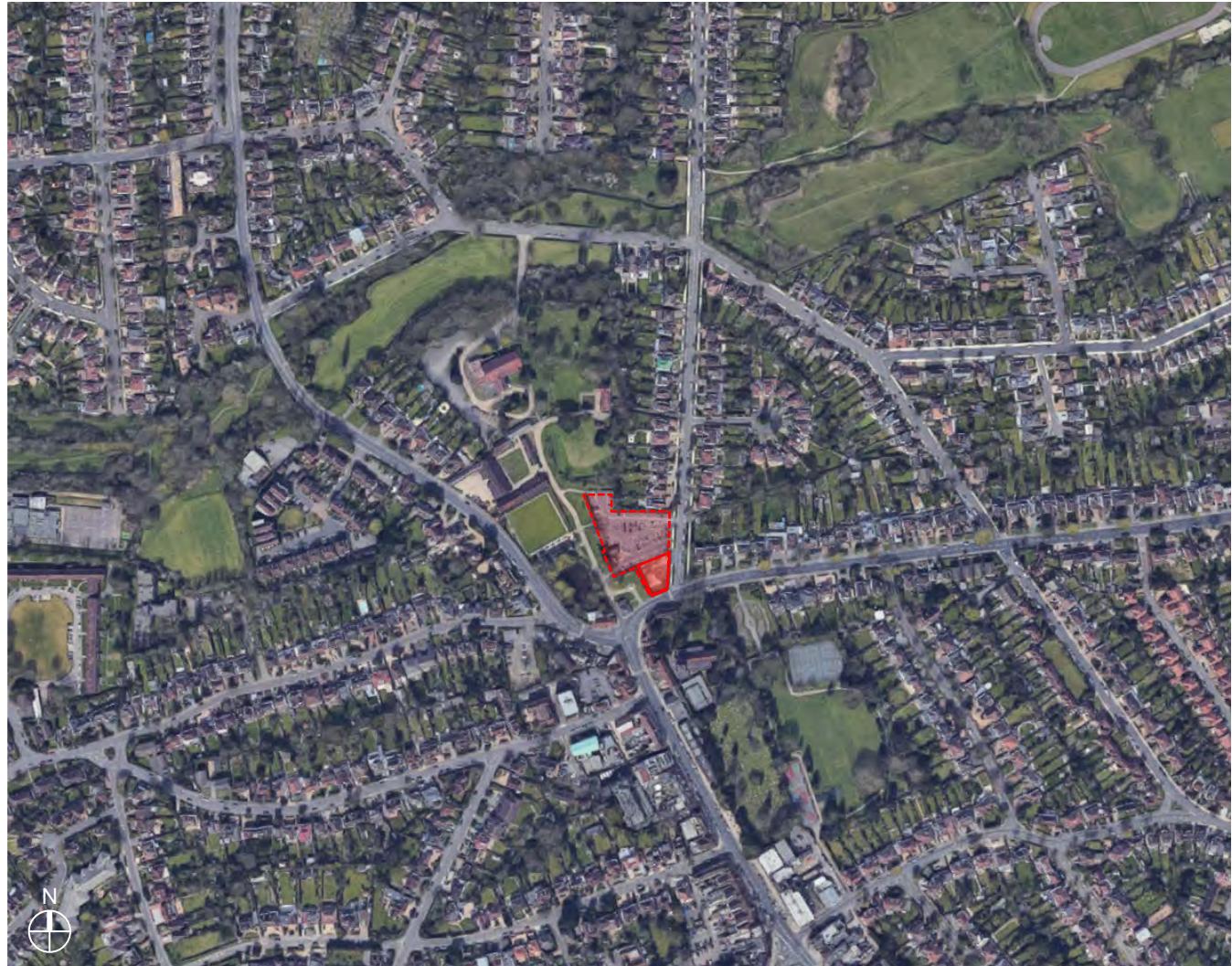
1.1 THE SITE

SITE CONTEXT

- 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 1.24 acres (0.4 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

1.2 PROJECT VISION STATEMENT

- The site marks the entrance to Ruislip town centre when approaching from Eastcote and any proposal must create a positive contribution showcasing Ruislip..
- The sensitive context of the site and the cluster of listed buildings require careful considered approach to massing, building lines and architectural expression.
- Given the good levels of transport, town centre location and existing volume of traffic a car free approach for any new development should be aspired.

Any proposal which results in the reduction of public car parking must be supported by a parking survey and other relevant research.

Site: The site is currently used as car park serving the town centre as well as many communal functions within the Manor House Farm site.

Context: St. Martins Approach is a treelined residential road with 2storey housing. There are a number of Great II listed buildings of great sensitivity requiring outstanding design. Manor Farm House Ruislip: loose studded 1st floor with brick nogging. Ground floor now pebble - dashed. Ruislip Alms houses: C16 5-bay range of timber-framed building. High pitched tiled roof. Square framing with brick nogging on 1st floor; brick ground floor. Great Barn: Earliest timber building in greater London area. Black weatherboarded with hipped tiled roof. Brick and flint rubble plinth. Housing along St. Martins approach brick base with first floor timber frame and pebbled dash.

Movement: Evidence need to be provided if loss of car parking is acceptable. Given its town centre location, current levels of congestion and sensitive nature a car free approach should be taken.

Built form: To provide a continuous street frontage along St. Martins Approach. Create strong corner Eastcote Rd/St. Martins approach, which respects war memorial to the West. The Great Barn and St. Martins church are the only buildings, which are slightly higher than the predominant surrounding two storey housing.

Identity: Any new development should be complimentary and should avoid a pastiche copy of the historic fabric. The new proposal should be of high-quality materiality and craftsmanship. In order to provide a building of outstanding design an architectural competition should be considered.

Public space: The established route through the car park should be maintained. A generous buffer should be provided towards Eastcote Road to enhance the pavement and mitigate air pollution.

Nature: As well as provide distance green towards the pavement a small amenity space should be provided at the rear of the building.

Use: Provide local accessible quality new homes apartments. Homes and Buildings: A variety of housing types should be accommodated.

Resources/Lifespan: Housing should consider longevity, and material should be robust considering level of air pollution along Eastcote Road.

APPLICATION SUMMARY

Site area:	1.24 acres (0.50 hectares)
Site Address:	St Matins Approach Car Park Ruislip HA4 8BD
Use:	Use Class C3 (Residential)
Number of Units:	6 Units
Car parking spaces:	6 spaces
Cycle parking spaces:	6 spaces

2.0 SITE CONTEXT

2.1 SITE LOCATION & ACCESS

The site PTAL rating of 3

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.



Aerial view north with proposed development site outlined in RED

2.2 RUISLIP VILLAGE CONSERVATION AREA

The Ruislip Village Conservation Area falls into three distinct Character Areas. These are the Character Area 1, the early village core, Character Area 2, the High Street and Character Area 3, the western residential area.

Character Area 1: The village centre, containing the oldest and most historically significant buildings and spaces.

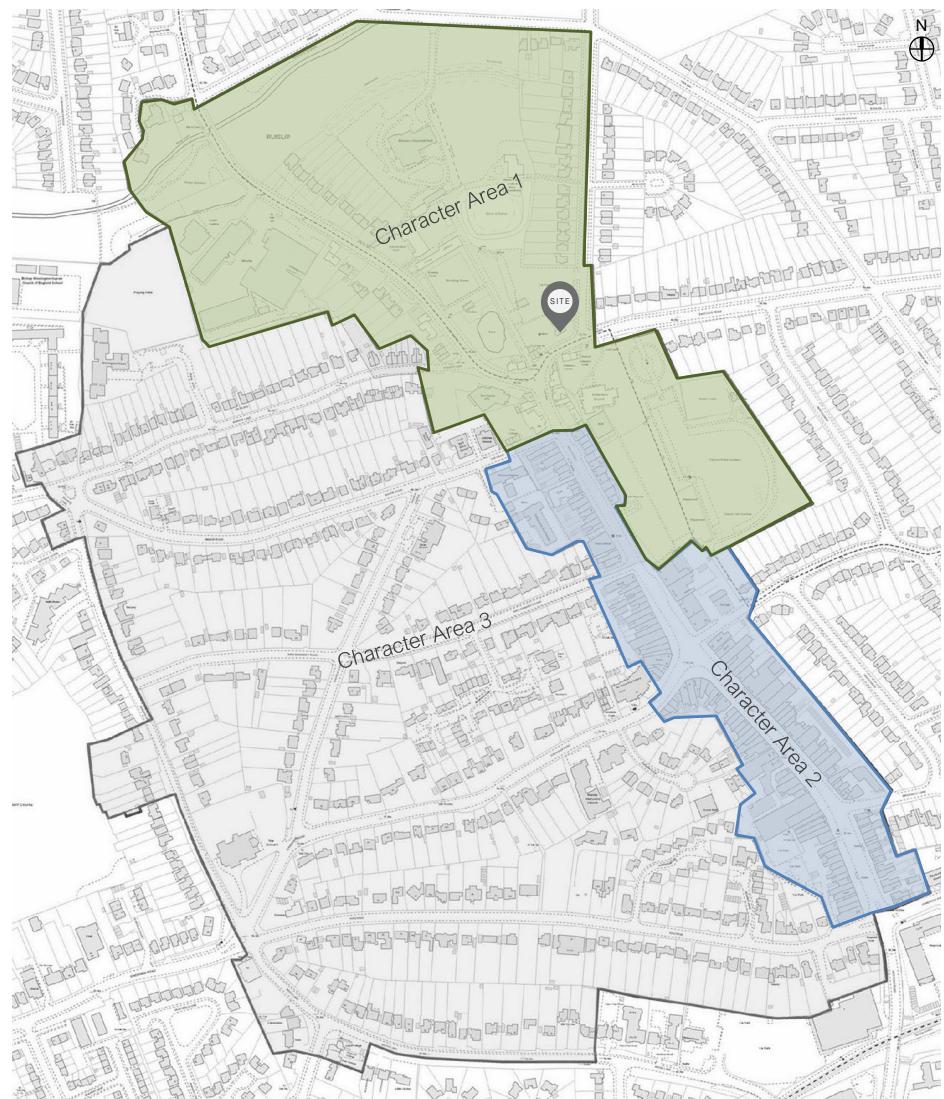
Character Area 2: The High Street, a densely developed street running north-south from the old village to the station. It grew following the opening of the station and the development of the Metropolitan Line. It contains the commercial centre of the area.

Character Area 3: The residential areas to the west of the High Street. These were originally developed in the "Garden Suburb" tradition and contain buildings of generally good architectural quality, set in large, mature gardens.

The site lies within Character Area 1 of the Ruislip Conservation Area, known as the Ruislip Village Centre.

KEY

- Character Area 1
- Character Area 2
- Character Area 3



Ruislip Character Areas 1 - 3

2.0 SITE CONTEXT

2.3 LISTED BUILDINGS & MONUMENTS

Within Character Areas 1-3, 22 Listed Buildings, 1 Scheduled Monument and 14 Locally Listed buildings have been identified.

Character Area 1:

16 Listed Buildings
1 Scheduled Monument
1 Locally Listed Building

Character Area 2:

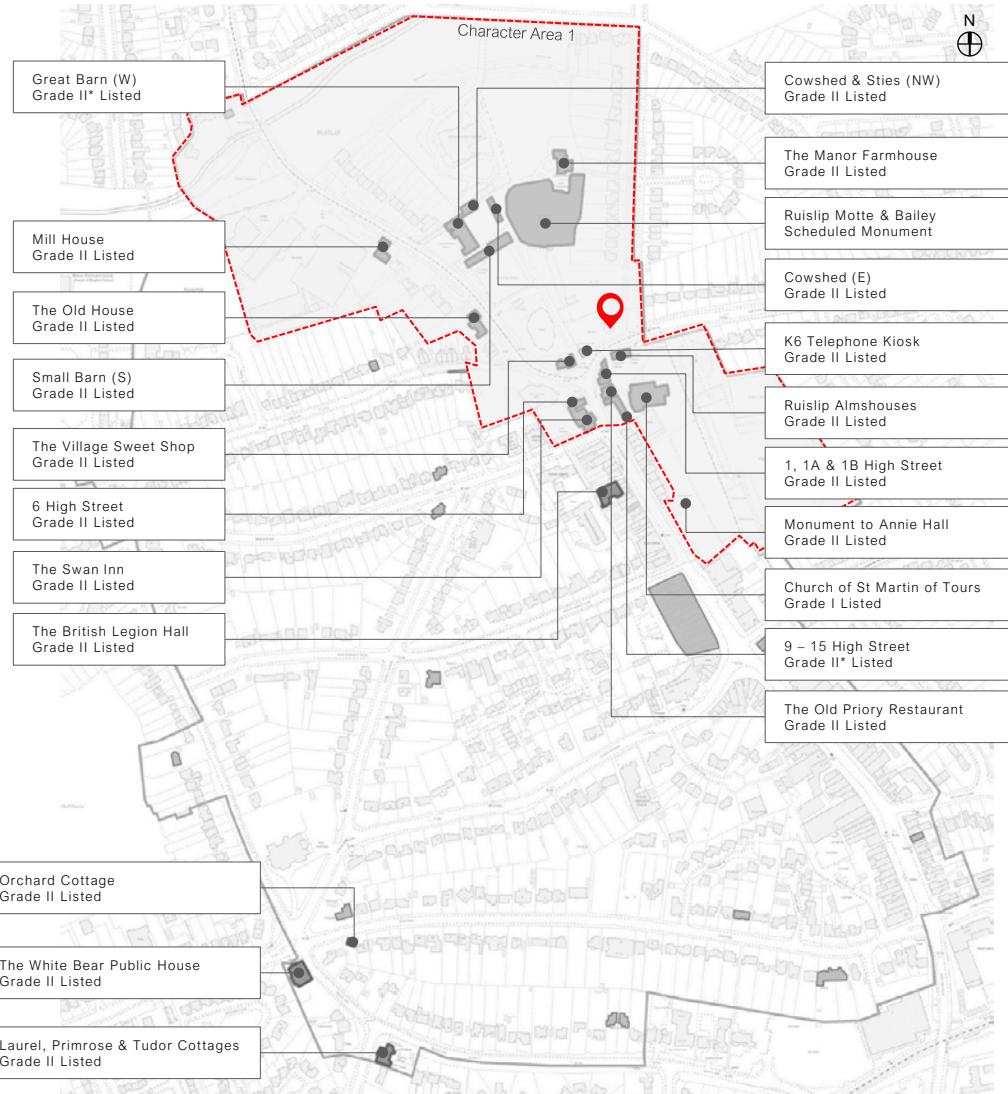
1 Listed Buildings
3 Locally Listed Buildings

Character Area 3:

4 Listed Buildings
10 Locally Listed Buildings

KEY

-  Character Area 1
-  Character Area 2
-  Character Area 3



Listed Buildings & Monuments

2.4 CHARACTER AREA 1 – RUISLIP VILLAGE CENTRE

This is the earliest part of Ruislip and contains the core of the original village. Centred at the meeting of ancient routes, the area includes some of the most historically important buildings and spaces within the Borough.

The area still appears very much as a village with a distinct rural character. This is derived from the type and scale of the buildings and the quality of the open spaces associated with them.



1 - Eastcote Rd, Ruislip HA4 8BD



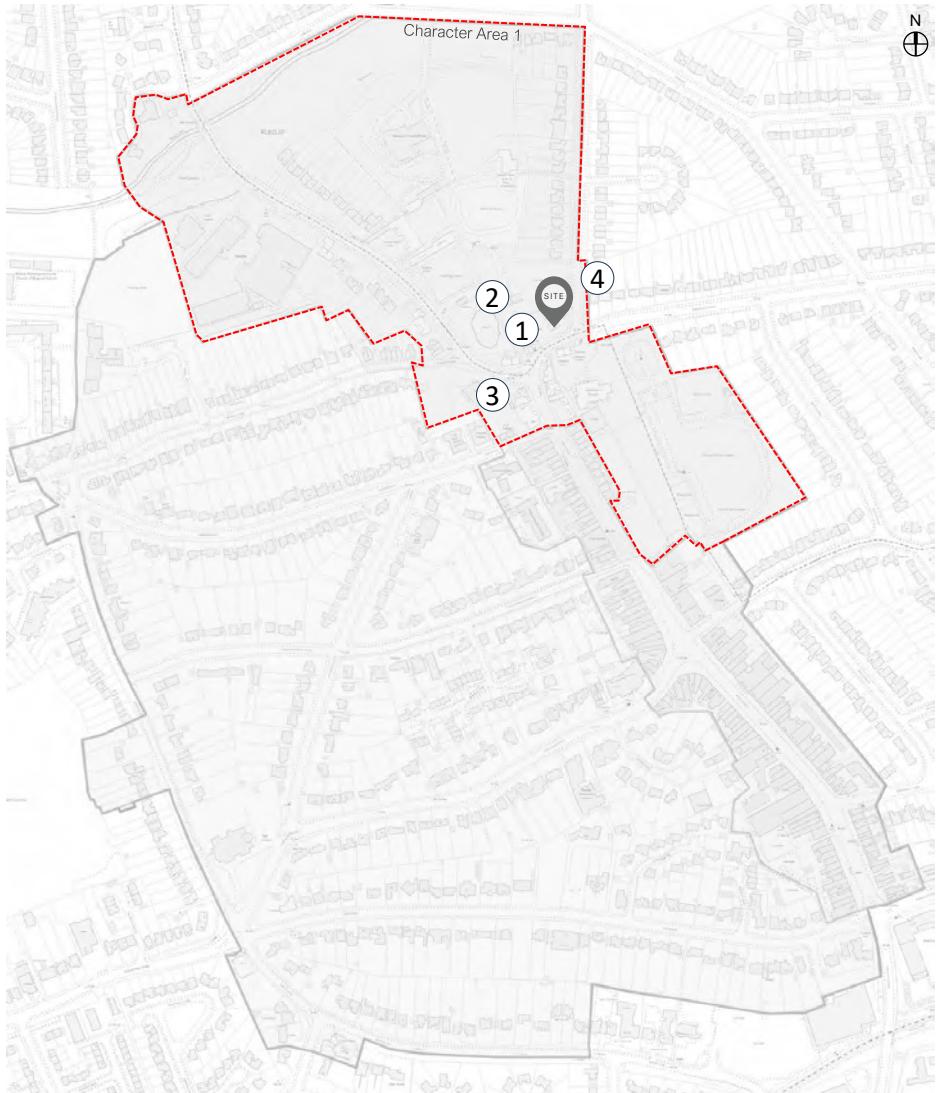
2 - Foot path parallel to Bury St, Ruislip



3 - Looking into Bury street from roundabout



4 - 11 Eastcote Rd, Ruislip HA4 8BE



Ruislip Character Areas 1 - 3

2.5 IMMEDIATE SITE CONTEXT – MANOR FARM

Immediately adjacent to the site along the south western boundary lies the Ruislip War Memorial, a distinctive stone war memorial commemorating those killed in both World Wars, set within a landscaped/lawn garden. The monument itself comprises of a three-tiered octagonal base and square stone plinth which are surmounted by a large stone cross with attached metal sword. It is included in the Local List.

Careful consideration must be given to the backdrop of this monument and any design proposal must be sympathetic to its contextual setting.



Manor Farm Site Plan

2.6 SITE PHOTOGRAPHS – MANOR FARM



01 - Manor Farm Entrance - Eastcoate Road



02 - Ruislip Duck Pond



03 - Manor Farm Public Pathways



04 - Mill Bowling Club



05 - Motte & Bailey



06 - Manor Farmhouse



07 - Manor Farmhouse

2.7 SITE PHOTOGRAPHS – LISTED BUILDINGS WITHIN CHACTER AREA 1



08 - Cow Bye Gallery



09 - Manor Farm Stables



10 - The Great Barn



11 - The Cart Shed



12 - Manor Farm Library



13 - Courtyard

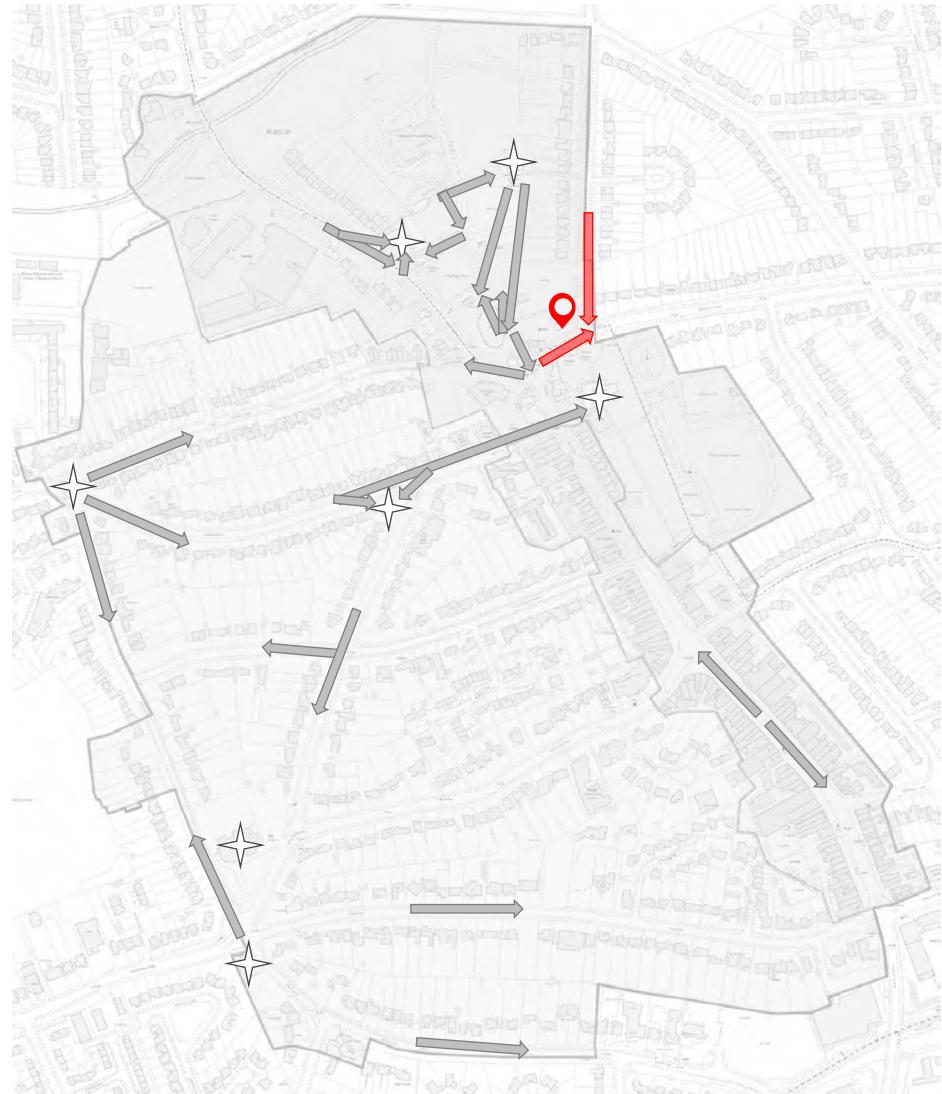
2.8 FOCAL POINTS & LOCAL VIEWS

Immediately adjacent to the site along the south western boundary lies the Ruislip War Memorial, a distinctive stone war memorial commemorating those killed in both World Wars, set within a landscaped/lawn garden. The monument itself comprises of a three-tiered octagonal base and square stone plinth which are surmounted by a large stone cross with attached metal sword. It is included in the Local List.

Careful consideration must be given to the backdrop of this monument and any design proposal must be sympathetic to its contextual setting.

5.6 The impact of proposals affecting heritage assets will be assessed having regard to emerging and adopted supplementary planning documents, character appraisals and management plans and other relevant documents. Relevant design considerations will include proportion, scale, height, massing, bulk, alignment, materials, impact on historic fabric, floor plans, character features and relationship with the wider setting. The desirability of increasing understanding and interpretation of, and public access to, heritage assets will also be taken into consideration.

5.24 In Conservation Areas developers should demonstrate in Design and Access Statements how development proposals have taken into account the special character of these areas and describe how these have informed their design approach. In considering schemes, the Council will exercise a presumption in favour of preserving or enhancing the character and appearance of Conservation Areas. This will include consideration of design aspects of development proposals such as scale, massing, the quality of materials and architectural detailing. Consideration will also be given to townscape matters such as boundary treatments, street furniture, paving and road surfacing, signage, lighting and soft landscaping



Focal Points & Local Views

2.9 RUISLIP WAR MEMORIAL

Immediately adjacent to the site along the south western boundary lies the Ruislip War Memorial, a distinctive stone war memorial commemorating those killed in both World Wars, set within a landscaped/lawn garden. The monument itself comprises of a three-tiered octagonal base and square stone plinth which are surmounted by a large stone cross with attached metal sword. It is included in the Local List.

Careful consideration must be given to the backdrop of this monument and any design proposal must be sympathetic to its contextual setting.



Ruislip War Memorial

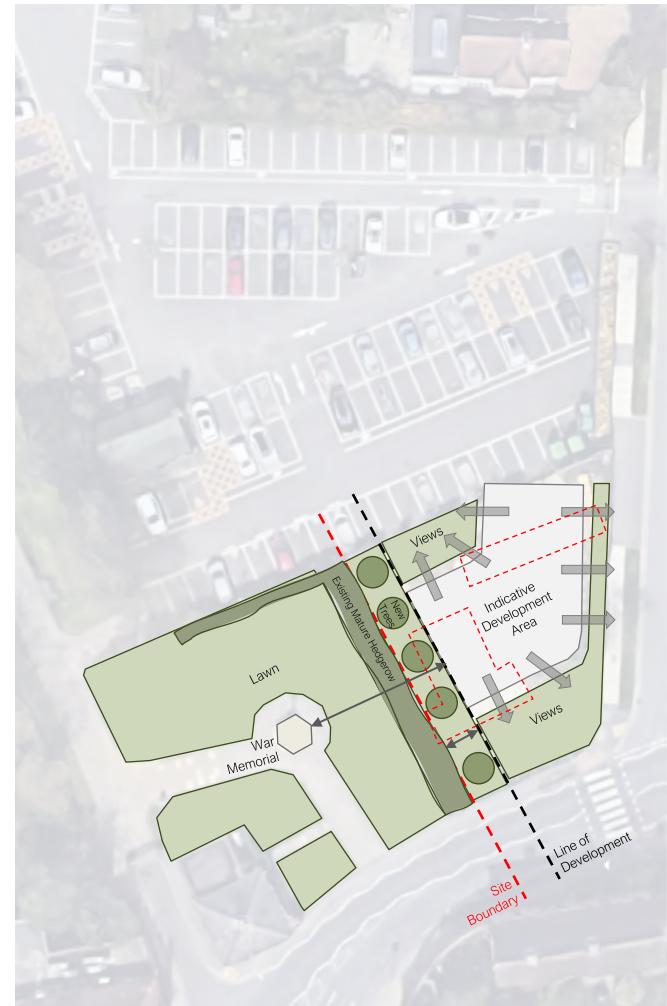
Design principles to protect the contextual setting of the War Memorial were established from the offset of design.

These considerations included:

- Protecting the existing mature hedgerow and trees along the southwestern boundary of the site, to preserve visual separation and the landscaped backdrop of the memorial.
- Introducing further high-quality trees and planting along this boundary to reinforce this relationship and provide a landscaped backdrop with seasonal interest and colour.
- Establishing a xxm minimum separation distance by not permitting any development to be within xxm of the adjoining site boundary.
- Preventing any potential overlooking by orientating windows away from the memorial with a minimum overlooking distance of xxm.



Current Contextual Setting (with former Citizens' Advice Bureau)



Initial design considerations

2.10 SITE PHOTOGRAPHS – IMMEDIATE CONTEXT



14 - 9 – 15 High Street Facing onto St Martin's Church Yard, looking south west Grade II*



15 - 2 Eastcote Rd, War Memorial Looking North-West Grade II



16 - 10 High St, Ruislip looking North-West



17 - 15 High St looking East Grade II



18 - Eastcote Rd , St Martin's Church looking East Grade I



19 - 10 High Street, Anabella's Café looking West

2.11 SITE PHOTOGRAPHS – PREVIOUS LAND USE

The building on St Martin's Approach, which is used as a Citizens' Advice Bureau, is the only structure within this part of the conservation area considered to have a negative impact on its appearance. Although small, the building is of poor quality design and prominently located, and as such, it detracts from the appearance of the area.

Ruislip Conservation Area Appraisal, July 2010



1 - Citizens' Advice Bureau 2018 – Google Maps



2- Citizens' Advice Bureau





2.12 BUILDING HEIGHTS

It is noted that the predominant building height in the wider conservation area is 2 stories, although it must be stressed that the land surrounding the war memorial (on the land bordering the proposed site) is generally open with low scale low rise structures (this site was originally a small single storey structure) or free of any built form (green space and car parks).

Ruislip Conservation Area Appraisal, July 2010

DESIGN CONSIDERATIONS

- New development shall be kept to a maximum of 2.5 storeys to be sympathetic to the local context.

KEY

- 1 Storey
- 2 Storey
- 3 Storey
- 4 Storey



3.0 SITE ANALYSIS

3.1 TOPOGRAPHY

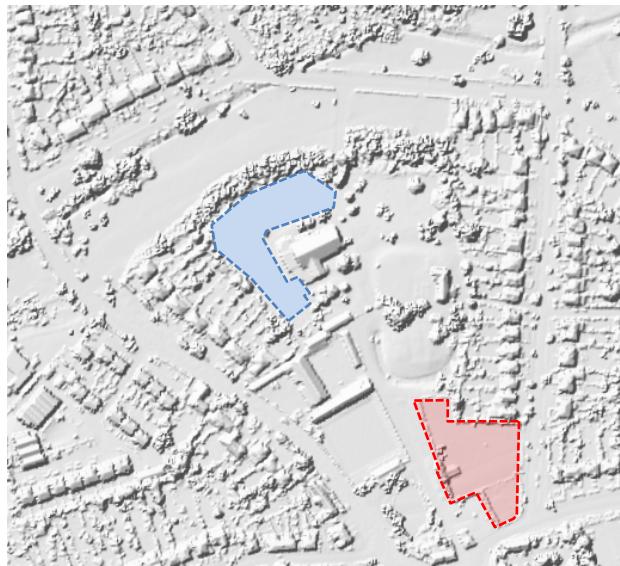
St Martins Approach car park

The site is relatively level with no significant changes in levels on site from North to South. However, there is a slight level change taking place from East to West.

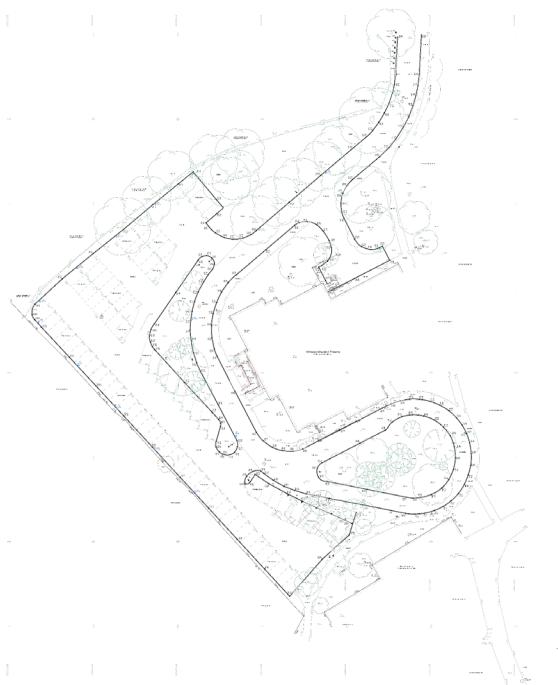
Given there are no major level changes across the site there are no major concerns affecting the housing proposal.

Winston Churchill Theater car park

In the Winston Churchill car park the topographical information has been submitted as additional information for this application



Topographical Bird's Eye View



TOPOGRAPHICAL PLAN - WINTON CHURCHILL THEATER CAR PARK - SITE 2 - 1:250@AO



TOPOGRAPHICAL PLAN - RUISLIP CAB CAR PARK - SITE 1 - 1:250@AO



3.0 SITE ANALYSIS

3.2 CAR PARKING

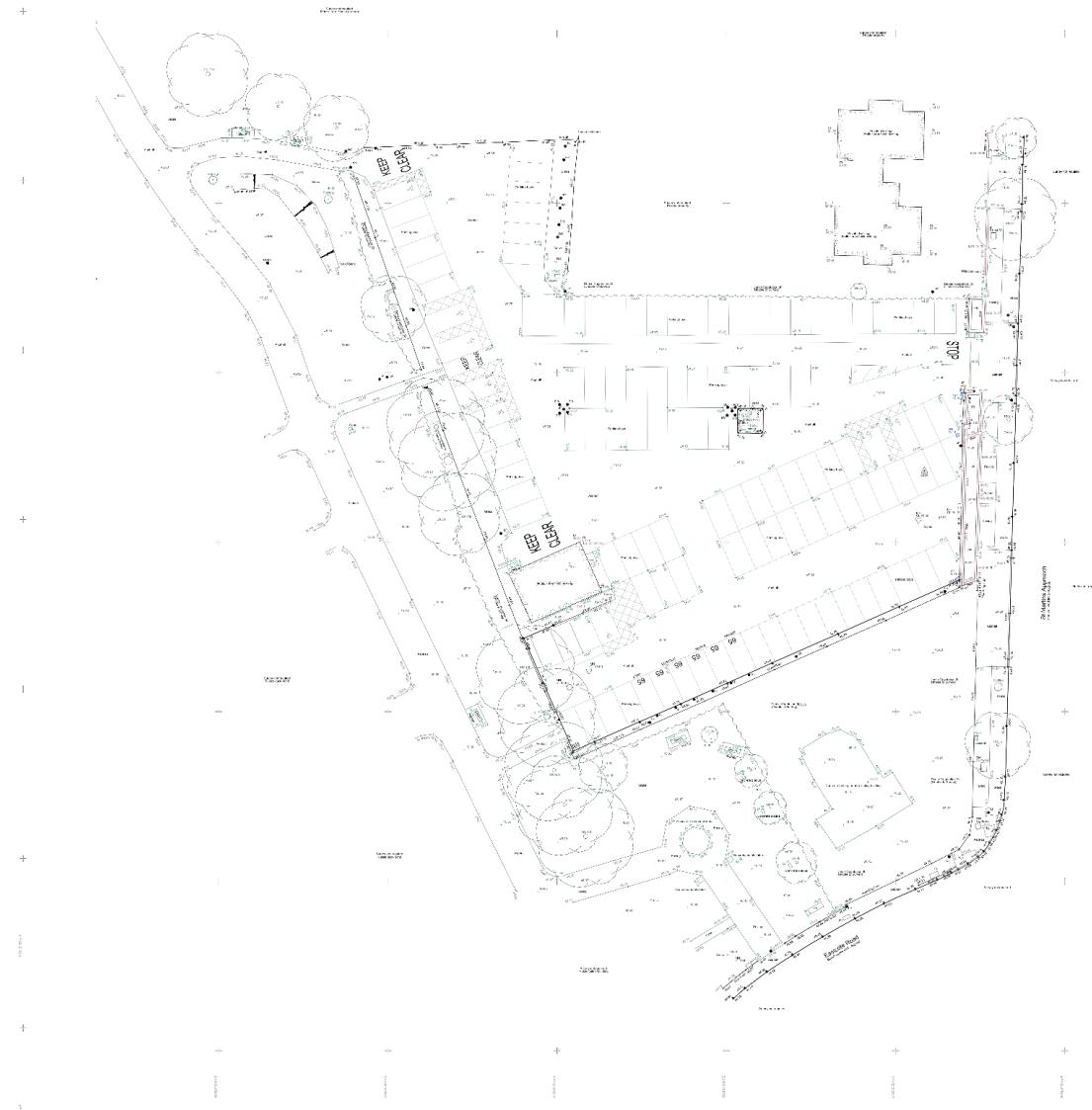
ST MARTINS APPROACH CAR PARK



St Martins Approach car park site visit photo



Topographical Bird's Eye View



Topographical Plan of St Martins Approach Public car park Not to scale

3.0 SITE ANALYSIS

3.3 CAR PARKING PROVISION

WINSTON CHURCHILL THEATER CAR PARK

There are some level changes to the site however there is only intention to re-line the existing car park to maximize the number of carparking spaces.



Site Photo Looking into Winston Churchill Theatre Carpark



Topographical Bird's Eye View



3.0 SITE ANALYSIS

3.4 TREE CONSTRAINTS PLAN (INDICATIVE)

There are no trees within the boundary of the former CAB site and the existing St Martin's Approach Car Park which constitute the boundary of the proposed development.

A number of existing mature trees sit outside of the development boundary within close proximity of the site. These are particularly prominent on the north and east boundaries of the site. These shall be wholly retained and enhanced wherever possible to provide screening to the surrounding context, with particular consideration given to the Ruislip War Memorial to the south-west.

Any trees with root protection zones (RPZ) which fall within the site extents shall be protected.

See full statement attached to the application

A tree survey has not yet been undertaken by an arboriculturist, this information is illustrative guidance only.



Plan indicating existing trees on site



3.0 SITE ANALYSIS

3.5 EXISTING PARKING PROVISION

- The site is currently used as a car park serving the town centre and communal functions within Manor House Farm.
- Vehicular access is from St. Martin's Approach.
- Pedestrian access is available from St. Martins Approach and 4 no. entry points from the Manor House Farm public footpath.
- There are currently 119 no. parking spaces (including 8 no. disabled parking spaces).
- Parking is Pay & Display with a maximum stay of 15 hours.
- Out of the total 119 car parking bays, 35 are substandard, primarily because when the car park is full, vehicle manoeuvring is restricted, rendering these bays unusable. The total number of bays meeting the required standard is therefore 83.

DESIGN CONSIDERATIONS

- The site is situated in a town centre, has good levels of public transport. A car free approach for any new development should be sought where possible.
- Any proposal which results in the reduction of public car parking must be supported by a parking survey and other relevant research.
- Keep as much of the existing car parking line work as viably possible in to reduce costs and unnecessary works.
- The total number of bays considered as usable is 83.



3.0 SITE ANALYSIS

3.6 SITE CONSTRAINTS

SITE LOCATION

The Site is within a residential area in Hillingdon Heath, with a Public Transport Accessibility Level of 2. The site is also part of Ruislip Conservation area

TOPOGRAPHY

There are no major changes in height however the site is uneven in some areas.

TREES

There are a number of existing mature trees on site that shall be retained wherever possible. Some of the trees in front of the site in St Martins Approach could constrain the accessibility to the site

VEHICULAR ACCESS

Given the site's existing use and characteristics, it benefits from a high level of vehicular accessibility. The site is currently accessed exclusively from St Martins Approach, located along the eastern boundary. Consideration has been given to Eastcote Road, which experiences high vehicular flows and lies in close proximity to sensitive heritage and conservation assets. In light of these constraints, the provision of direct access from Eastcote Road is not considered appropriate.

NEIGHBOURING BUILDING

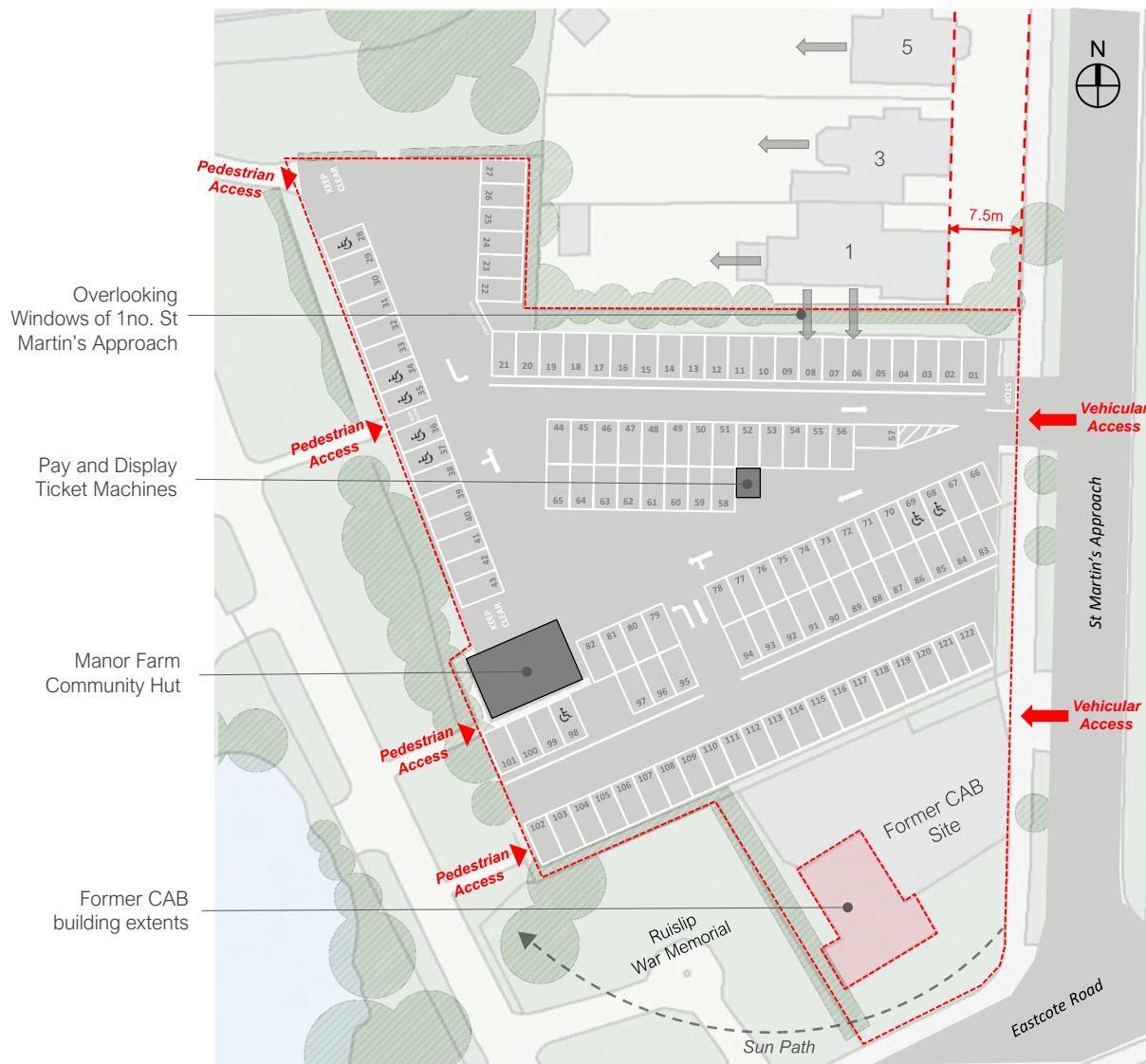
Number 1 St Martins approach over looks into the car park however the window overlooking is a non habitational room

PARKING PROVISION

Any loss of public carpark shall be minimised or compensated within other public sites due to its proximity to Ruislip's high street.

FLOOD RISK

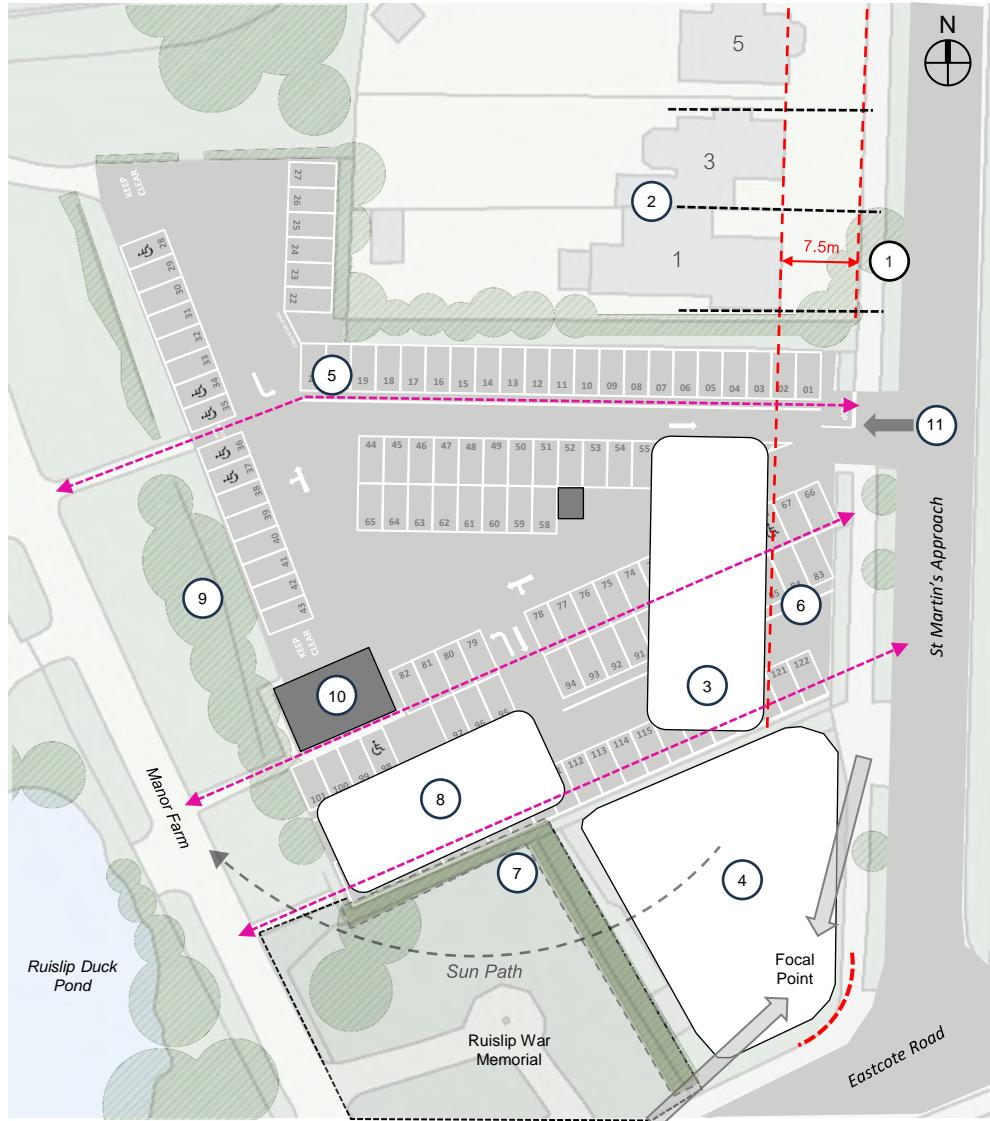
The Site is within Flood Zone 1 with a low probability of flooding. Refer to Drainage Statement.



3.0 SITE ANALYSIS

3.7 SITE ANALYSIS

- 1 Any new development along St. Martin's Approach must be set back by 7.5m to align with neighbouring properties.
- 2 The rhythm of semi-detached homes along St. Martin's Approach and the wider Character Area 2 should be applied to any new development along St. Martin's Approach.
- 3 The existing car park should be screened from view by new high quality development along St. Martin's Approach. Or vegetation
- 4 The importance of the corner site, former CAB, should be acknowledged as a focal point and the junction between the High Street (Character Area 2) and residential suburbs (Character Area 1),
- 5 Potential to improve movement across the site from St. Martin's Approach to Manor Farm
- 6 Any proposal which results in the reduction of public car parking must be supported by a parking survey and other relevant research.
- 7 Backdrop of the War Memorial must be carefully considered.
- 8 Potential to enclose the Ruislip War Memorial to create a protected memorial square.
- 9 Existing mature trees and hedges which line the site boundary must be retained, and where possible could be enhanced.
- 10 Existing Manor Farm Community Hut to be retained.
- 11 Car park access to be retained in place from St. Martin's Approach.



4.0 DESIGN DEVELOPMENT

4.1 DESIGN DEVELOPMENT CONSIDERATIONS

• OPTION 1

- The first attempt was to maximise the number of units, but it was recognised due to the impact of the surroundings that a more scaled appropriate solution should be considered

• OPTION 2

- On the second option a block of flats were proposed to site where the former CAB building used to stand. This idea was discarded as it was deemed harmful do to the sensitive surrounding historic infrastructure.

OPTION 1



OPTION 2

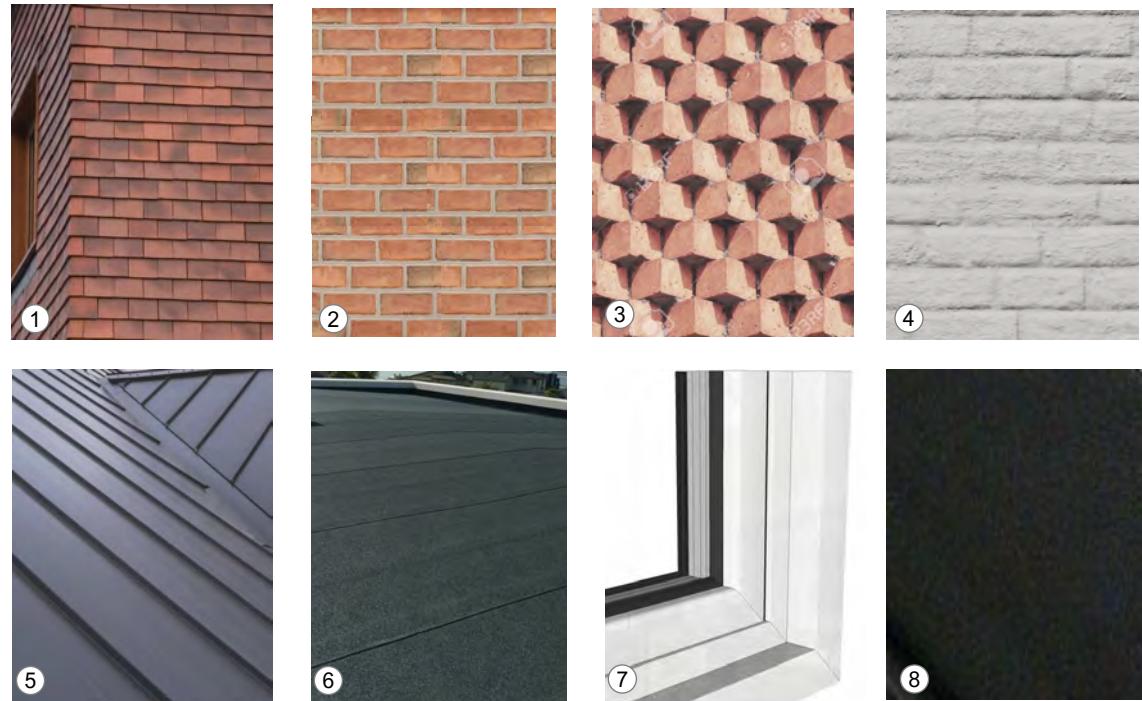


4.0 DESIGN DEVELOPMENT

4.2 PROPOSED MATERIAL PALETTE

Key:

1. Clay tile roof and cladding
2. Stretcher bond Brick
3. Feature brick – protruding brickwork / corbelling
Colour: Brown/red
4. Exterior Rendered stretch bond brick
Colour :white
5. Metal cladding for dormers, standing seam
6. Built up flat roof system
7. Windows and doors, aluminium composite,
Colour: white
8. Rainwater goods, copings, fascia's and spandrel
panels,
Colour: black



4.0 DESIGN DEVELOPMENT

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4.3 PARKING PROVISION

- The preliminary proposal provides a total of 80no. parking spaces.

Including 5no. disabled parking spaces.

No. of car parking spaces	ST. MARTIN'S APPROACH	WINSTON CHURCHILL THEATRE
Existing	119	82
Meeting Standards	83	82
Proposed	81	87
Difference	-2	+5
Net gain in parking:	+3 spaces	



5.1 POLICY AND DESIGN GUIDANCE

We have considered the following policies:

NATIONAL PLANNING POLICY:

1. National Planning Policy Framework (NPPF), December 2024.
2. National Planning Practice Guidance, February 2024.

LOCAL PLANNING POLICY:

3. The London Plan, March 2021.
4. Housing Design Standards London Plan Guidance, June 2023.
5. Hillingdon Local Plan Part 1, *Strategic Policies, Adopted* November 2012.
6. Hillingdon Local Plan Part 2, *Development Management Policies, Adopted Version*, 16 January 2020.



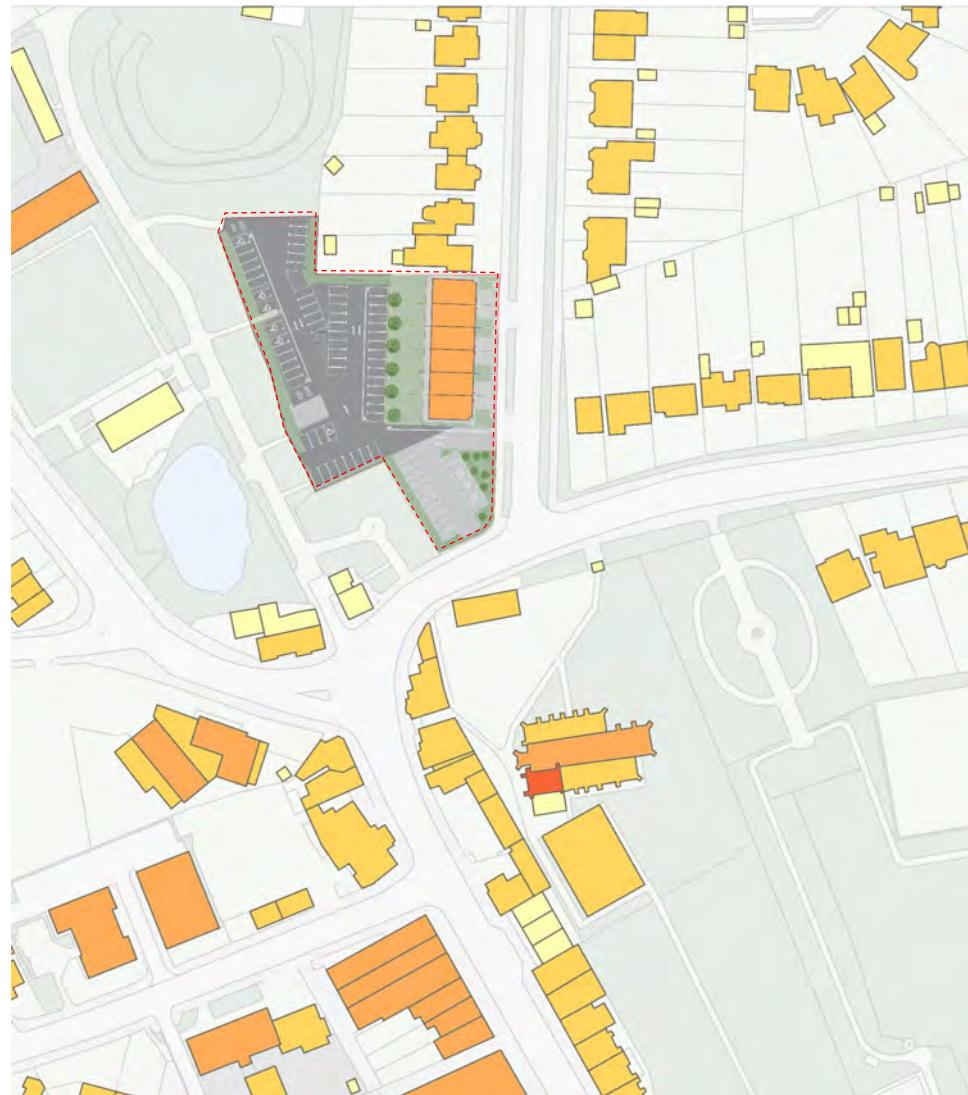
6.0 THE PROPOSAL

6.1 BUILDING HEIGHTS

- Development has been retained to 2.5 storeys, in line with the residential properties of St. Martin's Approach.
- Third story is a maisonette

KEY

- 1 Storey
- 2 Storey
- 3 Storey
- 4 Storey



6.0 THE PROPOSAL

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6.2 BUILDING FOOTPRINT

- The proposed footprint of the 6 proposed terraced houses is aligned with those along St Martins Approach to address the street and mirror the surrounding urban grain.
- The footprint of the existing now demolished former CAB building is substituted by more car parking provision.



KEY

Existing

Proposed



HILLINGDON
LONDON

6.0 PROPOSAL

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6.3 HOUSING STRATEGY

- **Housing Mix**
- 6 Terraced houses proposed 0.40 site comprising in one unit type
- The row consists of 4B7P
- The conserves St Martins Approach active frontage while the areas surrounding the car park remain enclosed and private.

① Public Car access

- The Development has shifted the carpark access further down south while retaining its maximum height gate. This was to continue the existing rhythm of the existing active frontage of the area.

② Pedestrian Access

- All other pedestrians' accesses have remained unchanged

③ Car park

- Even though the development is proposing less parking spaces a significant number of them were substandard which meant that they weren't usable when the car park was in its full capacity. (please refer to transport statement)
- Another car park close to the area is being re lined to increase its capacity and improve the overall parking provision.
- Retained carpark layout

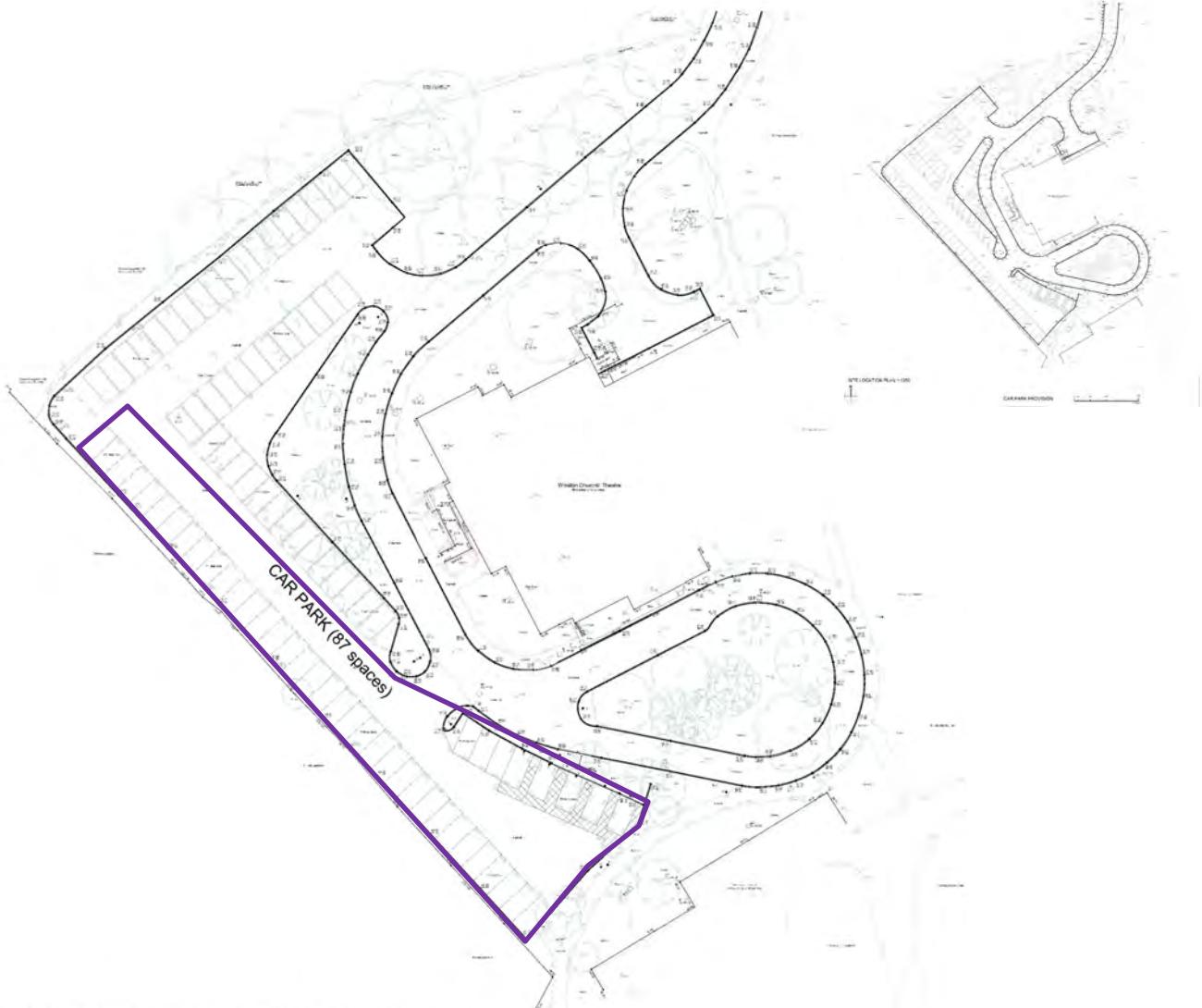


6.0 PROPOSAL

6.4 WINSTON CHURCHILL THEATRE CAR PARK

- Adjacent to the Former CAB located between St Martin Approach rd and Eastcote rd. there is another public carpark (free) which forms part of the Winton Churchill Theatre
- Due to the loss of public parking its been proposed to re line the existing carpark in this location to maximise the number of car parking space. Without touching any of the existing hard standing layout.
- By doing so, 5 extra car parking spaces have been achieved (see breakdown in table below)
- Existing retained carparking spaces

No. of car parking spaces	ST. MARTIN'S APPROACH	WINSTON CHURCHILL THEATRE
Existing	119	82
Meeting Standards	83	82
Proposed	81	87
Difference	-2	+5
Net gain in parking:	+3 spaces	



6.0 PROPOSAL

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6.5 PROPOSED PARKING PROVISION (SUBJECT TO TRANSPORT STATEMENT)

- In order to proceed with the proposed development some aspect of the site had to be reaccommodated into the new proposed layout:
- Relocation of Existing spaces**
- Relocation of bins and ticket machine
- New carpark provision in the formal CAB area
- New and retained screening hedgerow at the South of the site at the edge of the Former CAB site.
- Car and Cycle parking**
- The proposed development is provided with new cycle covered storage parking in the rear gardens and one car parking space per household
- Refuse**
- Covered refuse stores have been provided at the front of each front garden for ease of access and servicing
- Separation Distance**
- House n1 of the scheme stand very close to the neighbouring building however the windows overlooking the car park are non habitational rooms



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6.6 ALIGNMENT AND ELEVATION TREATMENT

- A series of smaller buildings which reflect the rhythm on St Martins Approach would be considered more appropriate. The long continuous frontage is out of character with the existing built environment within the immediate vicinity of the site.
- That is why it was decided to propose a continuous row of 6 terraced houses in order to maximise space and follow the urban grain of the local area.
- The rest of the development has been treated as to minimise the loss of public parking, being one of the main aims of the project.



Sketch Plan: overlooking distances and window angles

6.0 PROPOSAL

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6.7 OVERLOOKING & VIEWS

- All units feature dual aspect layouts to ensure adequate natural daylight and ventilation within each room is achieved.
- Window locations and angles have been carefully considered to safeguard privacy and avoid overlooking into neighbouring private properties.
- The flank North Window looking towards the neighbouring building with a distance of 2.5m is not overlooking any habitable rooms it could therefore be deemed acceptable to allow overlooking
- Existing mature trees along the site boundaries were retained where possible and enhanced to provide screening to the development.
- The proposed houses are 2.5 stories high with the third story consisting in a converted loft Storey heights...
- Windows can overlook the public car park but no buildings can overlook proposed development from the South and West.

KEY

→ Views / Window Angle
↔ Overlooking Distances



6.0 PROPOSAL

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6.8 LANDSCAPE STRATEGY

Two trees are proposed to be removed in order to make the proposed scheme viable. The first is located along St Martins approach closely to the existing car park entrance.

To mitigate around 13 trees will be planted and funding will be provided by the current Standards.

The trees will be protected using up-to-date methodology and guidance.

(refer to arboriculture report)

Quote from the flood risk Note:

Attenuation will be provided through permeable paving, filter trench and a detention basin. Water butts are also proposed for reuse of rainwater

(for more information refer to flood risk note)



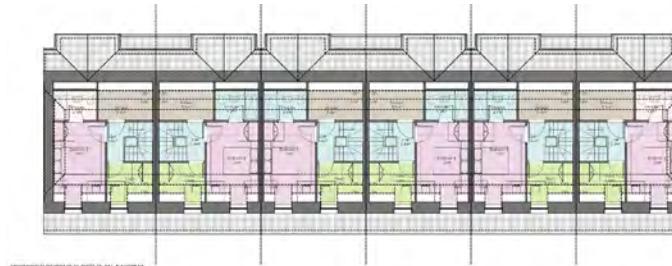
6.0 PROPOSAL

6.9 TYPICAL FLOOR PLAN

KEY FEATURES

- 4 bedroom family home
- Only one typology of housing is proposed in this development with the end of housing being slightly wider than the rest
- 2.5 storeys(2 storeys + roof level accommodation)
- Private outdoor amenity space:
 - Front garden
 - Rear Garden
- Integrated bin store accessible from street.

4B7P

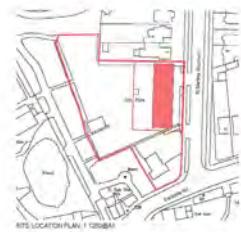


Key

Kitchen Diner	
Living Room	
Hall	
Cloakroom / Bathroom	
Bedroom	
Study	
Store	
Utility	

Schedule of Accommodation

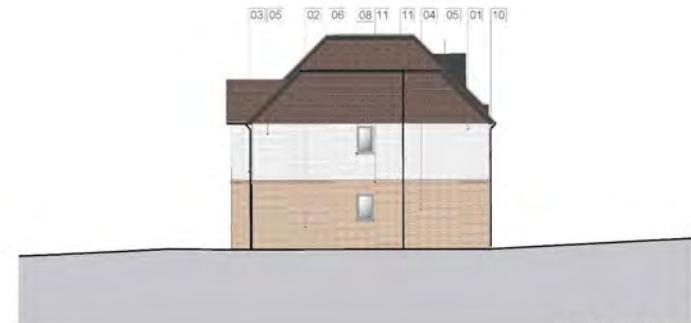
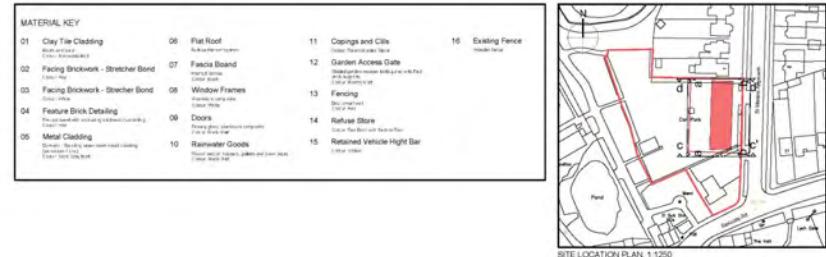
House #	Type	GIA
1	4b7p	150.6m²
2	4b7p	150.6m²
3	4b7p	150.6m²
4	4b7p	150.6m²
5	4b7p	150.6m²
6	4b7p	150.6m²



6.0 PROPOSAL

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6.10 ELEVATIONS



6.0 PROPOSAL

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6.10 CONTEXTUAL ELEVATIONS FRONT AND REAR



PROPOSED ST MARTINS APPROACH FRONT ELEVATION a - 1:100 @ A1



6.0 PROPOSAL

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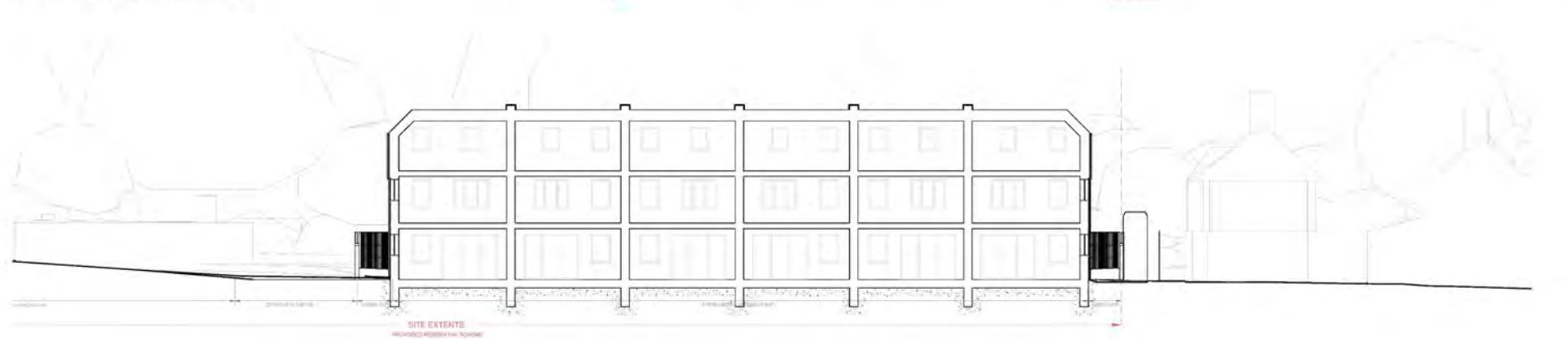
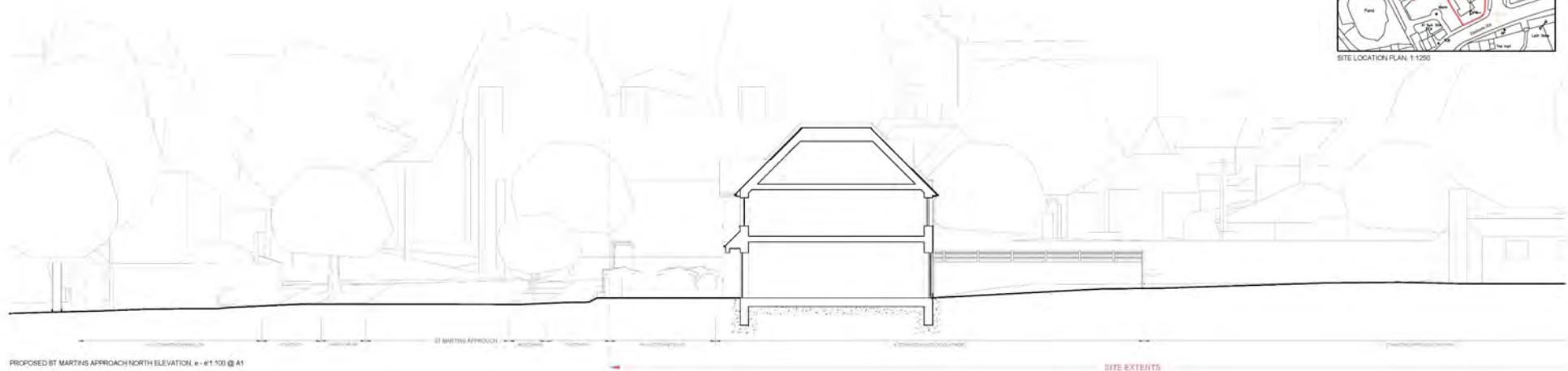
6.10 CONTEXTUAL ELEVATIONS EAST AND WEST



6.0 PROPOSAL

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6.11 SECTIONS



6.0 PROPOSAL

9.12 DAYLIGHT AND SUNLIGHT

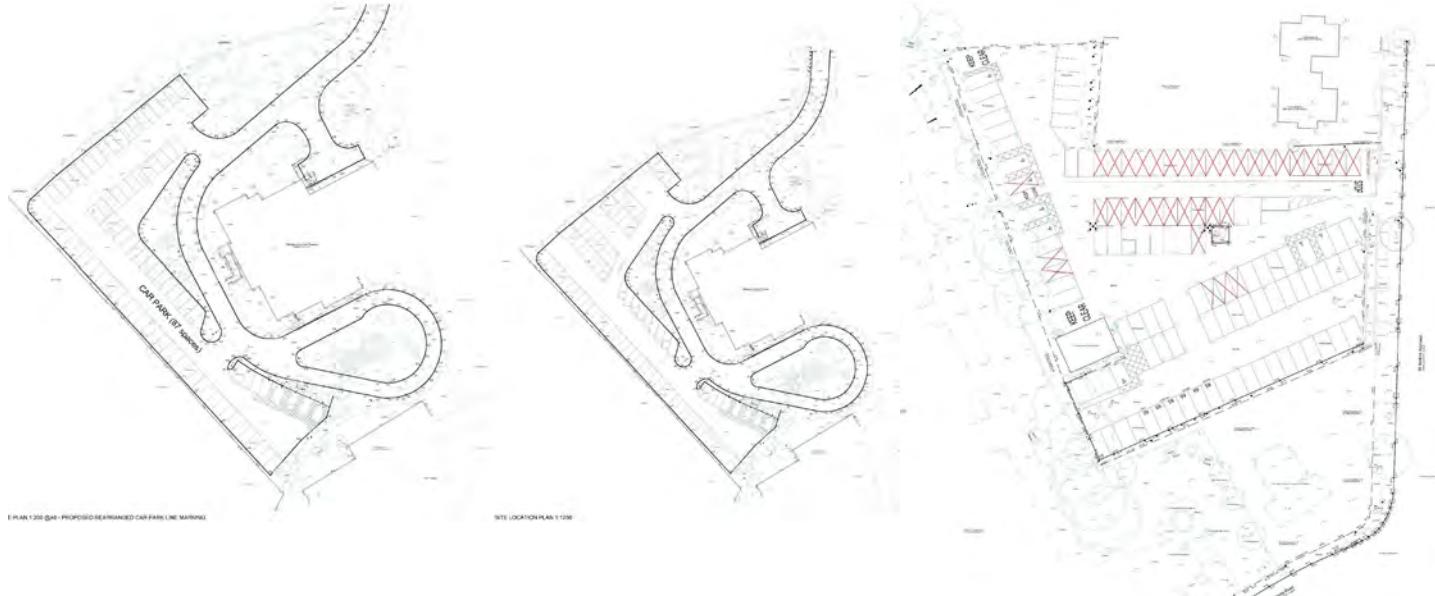
- The following properties achieve full compliance with the recommendations from BRE guide for the VSC, APSH, DD & Sunlight to gardens test
- In order to continue the line of properties down this road a higher degree of obstruction may be unavoidable especially where proportions are matched with the street. Light levels would be expected to be remaining in the affected property, in line with the remaining properties down the road, given their close relationship. The addition of this proposal is essentially a continuation of that.
- 97% of the rooms are compliant with BRE recommendations
- Sunlight to amity results show full compliance. Tests show that relevant amenity space achieves full compliance and is far in excess of BRE recommendations.
- It was the sunlight consultants opinion the results were positive when viewed as a whole. It is in our opinion the results are positive when viewed as a whole. In the areas of deviation, it was believed the results were acceptable, all factors considered.
- Therefore it was concluded that there are no daylight and sunlight reasons for the proposal not to be granted planning permission.



6.0 PROPOSAL

6.13 TRANSPORT STATEMENT

- The proposed development will provide on-site parking in accordance with London Borough of Hillingdon (LBH) parking standards. Furthermore, the crossovers serving the dwellings have been designed to comply with the requirements set out in the LBH Domestic Vehicle Footway Crossover Policy.
- The parking is not expected to reach capacity in the both car parks at the same time in when accounting for a reduction in car parking spaces.
- The existing car park at St Martin's Approach contains 35 substandard standard parking spaces and one substandard disabled parking space. Consequently, the proposed development represents an improvement in parking quality and functionality
- It was concluded no there was no reason why the proposal should be refused on traffic or transportation grounds



Winston Churchill Theatre car park proposed and existing

Existing St Martins Approach car park showing substandard car parkin spaces

 **Heenal V**
Local Guide · 187 reviews · 546 photos

★★★ a year ago

Reasonably priced car park at the bottom of the High Street, convenient for the Duck Pond Market and spot of shopping. It can get very crowded and I think the spaces were possibly drawn up a long time ago before everyone had bigger cars, SUV's and pick up trucks so it can get quite tight in some spots.

 Hover to react



Google maps review of St Martins Approach car park

	ST. MARTIN'S APPROACH	WINSTON CHURCHILL THEATRE
Existing	119	82
Meeting Standards	83	82
Proposed	81	87
Difference	-2	+5
Net gain in parking: +3 spaces		

Table describing parking breakdown



6.0 PROPOSAL

6.14 BNG STATEMENT

- Currently the site will achieve 10% net gain in relation to habitat units.
- Some new green areas were created replacing paved ones.
- 13 new trees will be planted
- Detailed plant selection specification will be formulated in accordance with the recommendations of the BNG assessment prepared by the ecologist

For more information refer to the BNG statement document

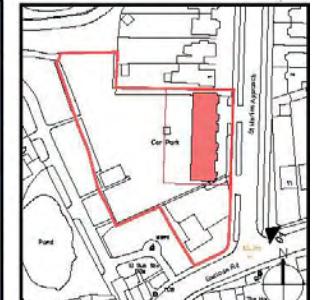




SITE LOCATION PLAN, NTS

Design Approach

- New trees have been planted in front of the new housing for privacy screening as well as compensating for the removal of young trees that had to be removed.
- Contemporary use of familiar materials and outlines – red clay tiles on mansard roofs and red brick – responds to local context and visual cues of the local traditional townscape.
- New active frontage along St Martins Approach, which faces onto public footpath accessing the development. Within a less visually accessible car park that protects the area's historical townscape.



SITE LOCATION PLAN, NTS

Design Approach

The continuous row of terrace houses is broken down by switching and alternating the massing, giving it a more individualistic broken-down perception, a characteristic of the surrounding urban grain

- Relationship to character of the street – proposed 2.5 storey massing sits comfortably within established street patterns and scale of surrounding context.
- The new entrance to the carpark is proposed within a similar distance and conditions to the previous parking entrance.



SITE LOCATION PLAN, NTS

Design Approach

The view from the Ruislip War Memorial is not majorly disrupted by the proposed development integrating itself within the existing suburban setting.

- Greenery is the main element used to protect the overall historical peaceful aesthetic of the area separating any visually harmful views. In this case being the carpark that has been extended to the CAB area.





Native hedge planting as buffer between public and private spaces



Solid brick wall conceals
refuse stores



Boundary Treatment Considerations



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ARCHITECTURE | BUILDING CONSULTANCY | COST CONSULTANCY | EMPLOYER'S AGENT

Space One Beadon Road
London W6 0EA
020 8237 8200

mail@hunters.co.uk

 @hunterslondon

 Hunters Architects & Building Consultants

hunters.co.uk