



Design and Access, Statement

Project

48 & 50 Station Approach,
Ruislip,
HA4 6RZ

Prepared by:Extension Architecture

Description: Proposed modification of the roof to include two side dormers and an extended ridge height, to facilitate a additional studio flat unit..

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1.0 Introduction

1.1 This statement provides further background information supporting the full Planning application on behalf of Mr Ormrod for the proposed roof alteration and internal reconfiguration to create an additional studio flat in the roof space.



Fig 1: Existing aerial view, where the red outline denotes the site location

SITE BACKGROUND

1.2 The site relates to a 2 storey detached unit currently comprised of a ground floor and first floor unit which conversion predates this application.

1.3 The building is set back approximately 4.2m from the front boundary line with a catslide roof on top of the single storey side element which is set back a further 3-4m from the principal elevation.

1.3The frontage consists of yellow stock brickwork on the envelope of the property with white render and white boarding on the front of the property. The gable end property is not like any other examples on Station Approach and as such it does not contribute to the character of the area.

1.4 The front garden is graveled with a small pedestrian footpath to the property entrance. The current frontage can accommodate two parked cars, and this proposal aims to include one parking space at the front and another at the rear.

1.5. The rear of the site has a small outbuilding used for garden storage, subsequent to the approval of this application the garden is to be redeveloped to facilitate private amenity for the ground floor and upper floor units.



Fig 2: Existing Google street view image taken June 2024

2.0 Site Context and Constraints

2.1 The application site is not within any designated land such as a conservation area or archaeological priority area nor does it hold any architectural merit. It is considered that this property does not contribute to the heritage of the surrounding context and therefore any proposed development would be an alteration to a modern development.

2.2 The site is located within South Ruislip Local Centre, Hillingdon Air Quality Management Area, A40/South Ruislip Air Quality Focus Area. The proposal would not seek to alter the existing air quality, however given the proximity to the the RAF station Northolt it it is recommend that the proposal considers acoustic properties of the new unit and

2.3 The site is within 0.1 miles to South Ruislip Station and within walking distance to nearby convenience stores and local amenities. The application site is located within PTAL 3 and it is determined there is a need for provision of parking. The proposal is for a single studio unit which requires the addition of one new parking space following The Local Plan: Part 2 - Development Management Policies (2020).

2.4 To the west of the site stands a two-story residential building with an additional loft level, while to the east is a similar structure featuring commercial spaces on the ground floor and residential units above. Directly to the north, across Station Approach, there is a relatively modern three-story block of flats. To the rear of the site lies the South Ruislip Christian Fellowship (Church), a single-story structure with a brick exterior.

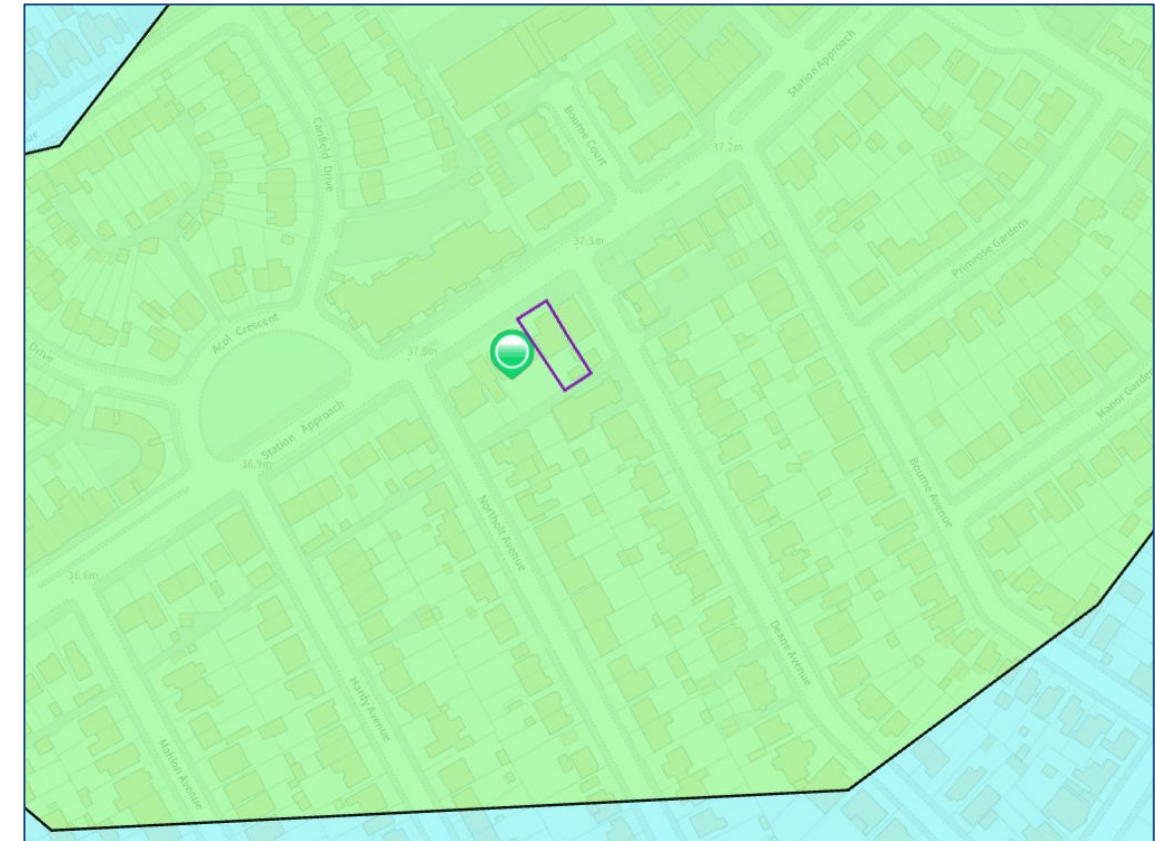


Fig 3: Existing PTAL accessibility Map where the purple outlines the site.

3.0 Planning History

The site has a planning history of amending the roof form and creating an additional storey which was previously deemed as incongruous to the host building and the surrounding area.

Although the properties on Station Road are not similar in terms of form and scale it is considered that the 3 storey building would look too prominent in the street scene and therefore conflicting with policies Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that alterations and extensions to dwellings should not have an adverse cumulative impact on the character and appearance of the street scene, and should appear subordinate to the main dwelling.

68501/APP/2012/933- Two storey rear extension, single storey side extension, new window to first floor side and installation of door to side and single storey detached outbuilding for use as gymnasium/games room, involving demolition of existing garage to rear.- Granted 2012

68501/APP/2023/2445- Construction of an additional floor to create a 3 storey building with 2 no. additional self-contained flats. Erection of a two storey side extension. Alterations to existing fenestration and insertion of 1 no. additional side window and 7 no. roof lights. Associated parking and outdoor amenity space.- Withdrawn 2023

68501/APP/2024/835- Erection of a first floor side extension including alterations to first floor layout and 3no. side facing windows. Conversion of roof space to habitable use to include changing the roof profile with 3no. front and 3no. rear dormers, facade alterations and all associated works to create 3 no. flats- Refused July 2024

PRE_APPLICATION COMMENTS

A pre-application was submitted in November 2024 to reconfigure the existing flat layout and explore the addition of side dormers to accommodate an extra unit. Previous feedback emphasized simplifying the roof design and removing the full-length roof dormer.

Additional comments suggested improving the overall flat layout, clarifying the amenity spaces for each unit, and specifying the locations for vehicle parking, cycle storage, and associated landscaping.

In the revised proposal, the roof dormer has been significantly reduced in scale, and the first-floor flat layout has been improved to meet national space standards, ensuring all rooms benefit from natural daylight, ventilation, and outlook. Furthermore, landscaping plans have been included to detail the proposed locations for vehicle parking, cycle storage, and the division of amenity areas.

4.0 Precedents

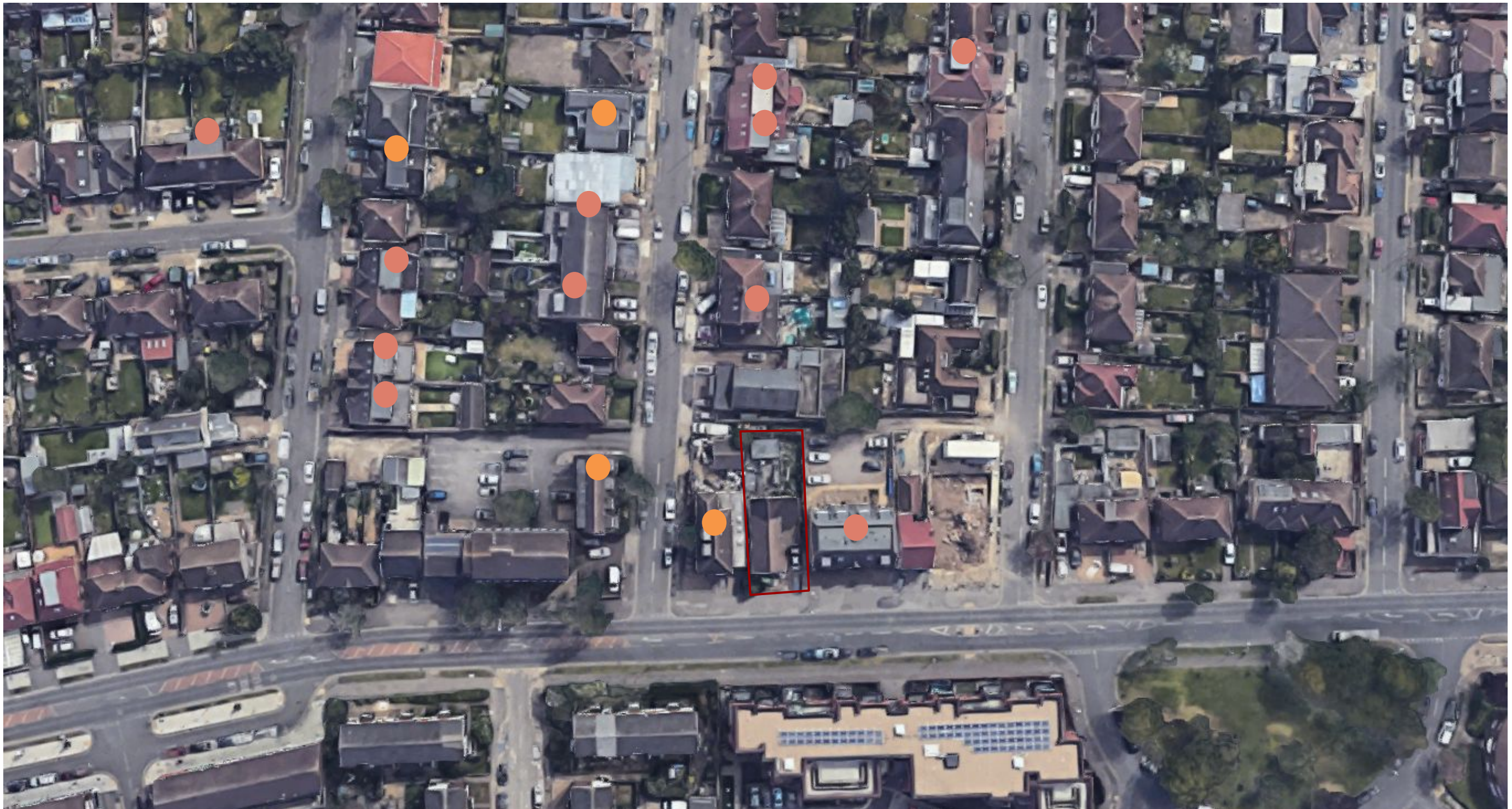


Fig 4: Nearby precedents with existing dormers

- Side dormer
- Rear dormer

PRECEDENTS IN SITE AREA:

4.1 The adjacent property has a similar catslide roof with two small rear dormers projecting onto the street elevation which has a seemingly more prominent and focal view from the Deane Street and Station Approach Road and such on balance the proposal to do similar scaled dormers more set in from the street view should be considered less impactful.

4.2 Numerous roof dormers and alterations visible in the area which have existed for many years and are evident in recent planning applications submitted to the council. However, as seen in the Google Earth extract, some of these were built without planning permission. Although this development is not considered lawful, it is believed that these roof alterations form part of the character of the area and have a minimal, if any, impact on the street scene as they have gone largely unnoticed.

4.3 An analysis of the roofs along Station Approach and surrounding roads indicates that the majority have been altered and are not original.

4.4 These roof alterations follow an established pattern in the area, where similar changes have been made to accommodate the expansion of flat developments, demonstrating that this is a common approach to increasing unit sizes.



Fig 5: Street View of the junction between Station Approach and Dean Avenue
(existing side dormers highlighted in orange)

5.0 Proposed Development

5.1 The proposal seeks to raise the ridge height in alignment with No. 52 Station Approach and introduce roof dormers occupying less than 50% of the roof area, ensuring it remains subordinate to the main property.

5.2 The roof alterations are intended to accommodate a new studio flat featuring a small inset terrace projecting 1.3 meters, accessible from the primary living and dining area. Due to its positioning and integration into the roof slope, the terrace would not result in increased overlooking or loss of privacy for neighboring properties.

5.3 The first-floor modifications aim to enhance living conditions by increasing headroom within habitable spaces, making them more functional.

5.4 The roof dormers provide sufficient headroom for the new staircase and kitchen area. They are strategically placed set back from the principal elevation and therefore would have a reduced visual impact on the street.

5.5 Previously in the pre-application the dormer was deemed as overly bulky and it was suggested this element to be omitted from the future proposals. Following the guidance from the council and the character of the area it was determined that smaller dormers would be more sympathetic to the main property. As denoted in Fig 7 in the side elevation the dormer has been significantly reduced.

5.6 The modestly sized dormers are consistent with the scale of the surrounding context and aligns with similar examples that appear visually unobtrusive. The proposed front alterations are sympathetic to the street scene and should be considered acceptable.



Fig 6: Proposed front elevation

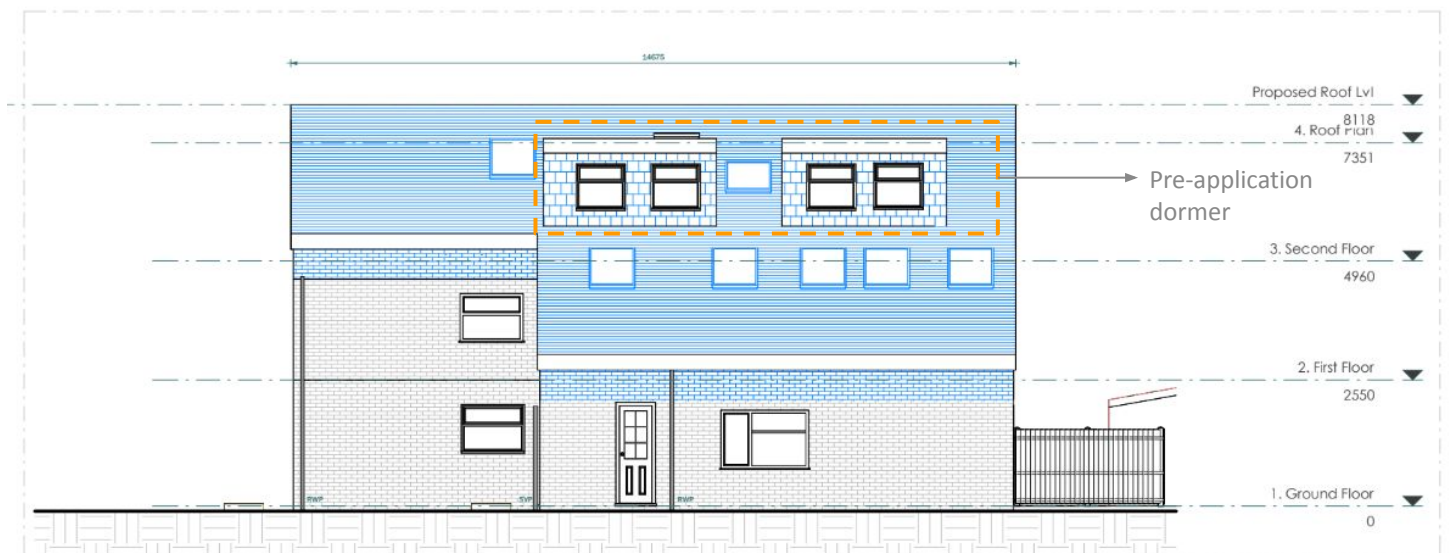


Fig 7: Proposed side elevation

ACCESS

5.7 Access to the site will continue to be via the existing front door, which remains visible from the street and serves as the primary entry point. The new staircase to the loft will be enclosed within the first floor.

AMENITY

5.8 At the rear, the outbuilding will be removed to create separate private amenity areas for the ground, first, and loft floors. These spaces will be divided by a 1.8-meter fence, with provision for a single vehicle parking space accessible from the rear alleyway.

5.9 The inset balcony for the new studio flat has a 1.3m depth and serves as a additional amenity area. However, the rear garden of 76 sqm would serve as shared amenity for Unit 2 (first floor) and Unit 3 (loft floor).

IMPACT

5.10 The side elevation of 1-8 Vincent Court contains five obscure-glazed windows serving existing bathrooms. As a result, the proposed roof alterations and side dormer would not compromise privacy or increase the potential for overlooking.

5.11 The proposed increase in height aligns with the roofline of No. 44 Station Approach and maintains harmony with the existing street elevation. Consequently, it would not appear overly bulky. Additionally, the expansion of 1-8 Vincent Court integrates well with the surrounding street scene.

PARKING

5.12 Paragraph 4.11 of the LPP2 highlights that large concentrations of flats have historically contributed to issues such as increased on-street parking and road congestion. However, as the proposal includes only a single-occupancy studio flat, it is not expected to result in a significant increase in vehicle activity.

5.13 Parking will be maintained at the front of the main building with a parallel parking space, while a single parking spot for secondary use will be located at the rear, accessible via the rear alleyway.

5.13 The proposed cycle storage at the front and rear of the building encourages reduced reliance on vehicle parking. With provisions for seven cycle storage spaces, the proposal complies with the London Plan Table 10.2 – Minimum Cycle Parking Standards.

FIRE STRATEGY

5.14 The proposed additional unit incorporates key fire safety measures, including heat and smoke detectors for early fire risk notification and a self-contained access with an openable rooflight for smoke relief. All upper-unit doors will be fire-rated, and appropriate acoustic separation will be provided, meeting the standards of Approved Documents B and E.

6.0 Planning Policies

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - Development Management Policies (2020)

The Local Plan: Part 2 - Site Allocations and Designations (2020)

The London Plan (2021).

The National Planning Policy Framework (NPPF) (2023), Planning Practice Guidance, as well as relevant supplementary planning documents and guidance are all material consideration in planning decisions. The proposed development has been assessed against development plan policies and relevant material considerations.

Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that alterations and extensions to dwellings should not have an adverse cumulative impact on the character and appearance of the street scene, and should appear subordinate to the main dwelling.

With regard to side extensions policy DMHD 1 requires:

i) side extensions should not exceed half the width of the original property;

Policy DMHB 16: Housing Standards states 'All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should meet or exceed the most up to date internal space standards, as set out in Table 5.1.'

Policy D6 of the London Plan requires the minimum floor to ceiling height to be at least 2.5m for 75% of the gross internal floor area of the dwelling.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that: A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

6.0 Conclusion

6.1 In conclusion, the presence of roof side dormers are well established. Although some of these examples may have been created without formal planning permission, their existence underscores the minimal visual and amenity impact that these properties have.

6.2 The fact that much larger roof alterations and flat conversions have been permitted in proximity to street scene further supports the argument that these additions do not significantly harm the surrounding area. Therefore these alterations to the roof to provide additional housing should be considered a suitable and sympathetic addition that aligns with the established pattern of development in the area.