WAVE
ARCHITECTS

11-17 Victoria Road, London, HA4 9AA
DESIGN AND ACCESS STATEMENT

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1 Introduction

This Design and Access Statement has been prepared by Wave Architects Ltd on behalf of the applicant, Perl Equity (Ruislip) 4 Limited.

The document accompanies a full Planning Application for the proposed development at 11-17 Victoria Road, London, HA4 9AA. The project involves the erection of a three-storey extension (with top floor set-in) to the existing commercial parade to provide 7 residential units (2 x 1-bedroom 2-person units, 4 x 2-bedroom 3-person units and 1 x 3-bedroom 5-person unit).

This document provides an assessment of the site's location, its context, the constraints and opportunities which inform the development potential of this site, and explains how the redevelopment scheme for this site has evolved at design stage. A summary explanation is also provided in relation to the detailed scheme design and specific measures for accessible and sustainable design.

This work has been used to refine the scheme proposal while assessing the suitability of the site within the wider context. This document should be read in conjunction with all accompanying documents submitted with the application.

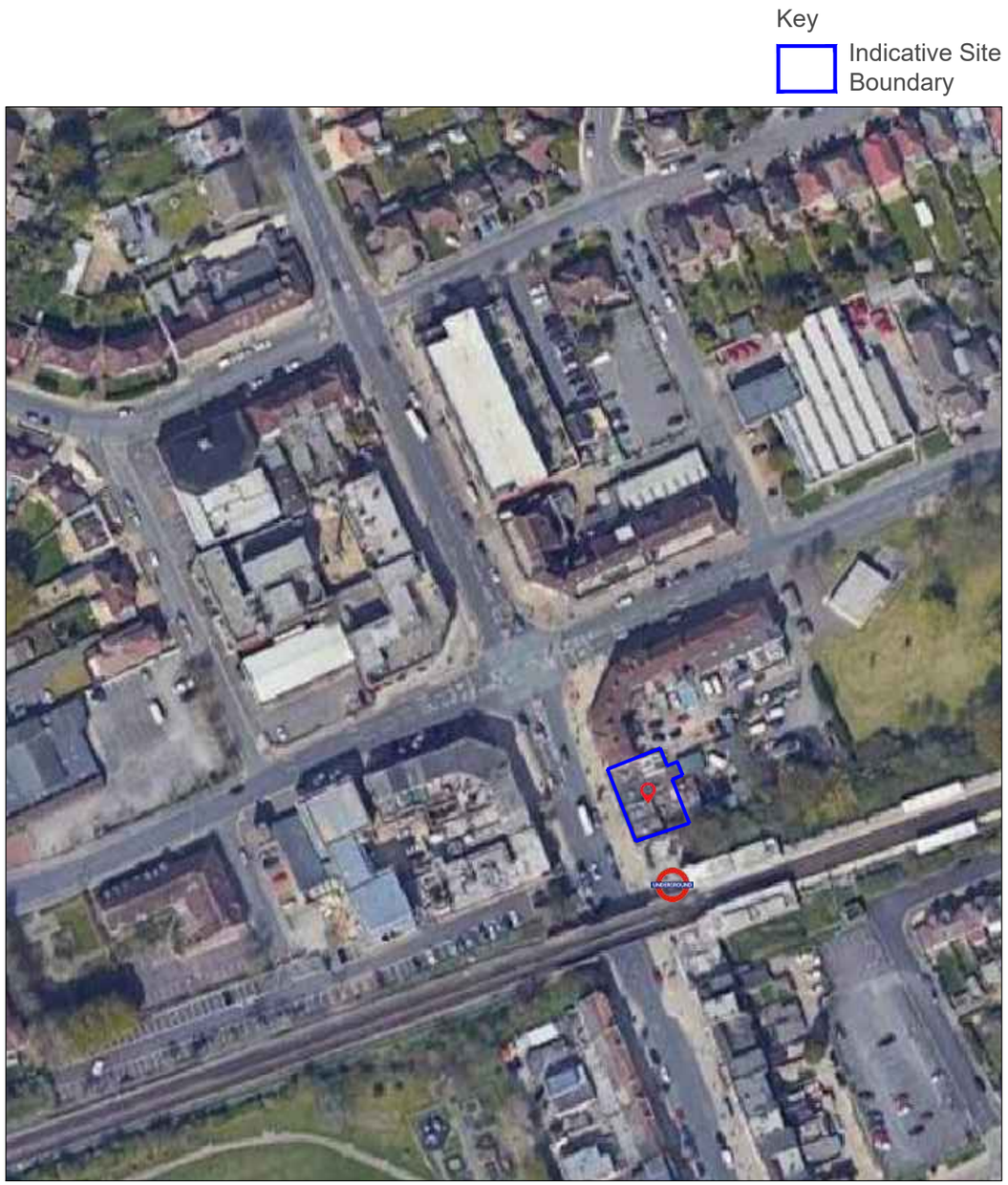

Figure 01: Site aerial view from Google Maps

2 Contextual analysis - Ruislip Manor

Ruislip Manor

Ruislip Manor is designated as a Minor Town Centre in the Hillingdon Local Plan, offering a wide range of local shops and services, catering to residents within a three-kilometre radius. The area has a variety of amenities, such as shops, a pub, small restaurants, motorcycle shops, and Ruislip Manor Underground Station, all within walking distance. The site is located within the Secondary Shopping Area.

Primarily residential, the neighbourhood features a mix of terraced, semi-detached, and detached houses. There are also several new housing developments in the immediate area, with a range of private, rental, and affordable housing. The area offers a combination of services and workplaces that contribute to its community feel.

The area also benefits from a variety of local services and workplaces, supporting a balanced and sustainable environment. The proximity to Ruislip Manor Underground Station (Metropolitan and Piccadilly Lines) provides excellent connectivity, with a PTAL rating of 4, indicating good access to public transport. This, coupled with the range of services available, results in a relatively high level of foot traffic in the area, further enhancing its vibrancy and accessibility.

New developments in the area in recent years

Figure 02: New developments in the area in recent years

Several developments have taken place in the area in recent years, contributing to the evolving character of the neighbourhood:

1. 1-9 Victoria Road, 69-77 Park Way: Permission was granted for a roof extension to create 9 new residential units. Although construction has begun, the development has not yet been fully implemented.
2. Crown House, 41-55 Windmill Hill: 4-storey building, mixed use with commercial units at ground floor and 24 residential units on the upper floors.
3. Land Rear of 42-48 Windmill Hill: 5-storey building with Use Class B8 floor space at ground and first floor levels and 2 x studio flat above.
4. West Way Chapel: New built 3 storey block of flat with 5no. residential units.
5. Windmill Court (former Windmill PH): 4-storey building, mixed use development comprising 39no. residential units in two blocks and retail units on ground floor.

2 Contextual analysis - Ruislip Manor

New developments in the area in recent years

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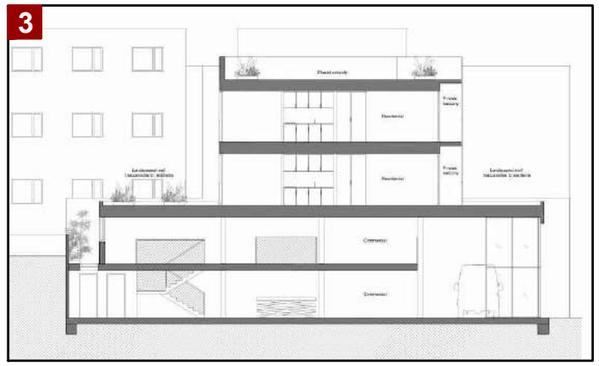

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2 Contextual analysis - Listed and Locally listed Buildings

Key
Indicative Site Boundary

The proposal site is neither listed nor located within a conservation area. However, several listed and locally listed buildings are present in the vicinity, most notably the adjoining Ruislip Manor Underground Station, which holds local heritage significance.

Figure 03: Listed and locally listed buildings in the vicinity

Listed Building

1 FORMER AIR RAID PRECAUTIONS BUILDING, WINDMILL HALL: Grade II Listed Building. Built in 1941 by Ruislip and Northwood UDC, this L-shaped gas decontamination centre follows the Dudok style. Reinforced concrete clad in wirecut bricks in English bond with metal-framed casements and flat roof.

It features a two-storey west tower and an interior designed for decontamination, including showers, drying rooms, and dressing areas.

Locally Listed Buildings

2 RUISLIP MANOR UNDERGROUND STATION, Victoria Road, Ruislip, HA4 9AA: Designed by Charles Holden in 1938, it is a three-storey brick building with a flat roof, parapet, and stone coping. It features metal-framed windows with refined cill details.

It is considered a key landmark, enhancing the local character and street scene, and reinforcing Ruislip Manor's architectural identity.

3 CHURCH OF THE MOST SACRED HEART, 73a Pembroke Road, Ruislip, HA4 8NN:

Designed by George Drysdale, the building has a simple appearance, constructed in golden-brown brick with red quoins. Its façade is minimally ornamented, featuring a centrally placed cross in relief and stone carvings of the four evangelists. The most distinctive element is the copper roof, while an arcade links the church and hall.

It is considered a key landmark, contributing to the local street scene and holding historic community associations.

3 The Site - Approach

Approach

The existing commercial units have their primary access from Victoria Road, with a service entrance at the rear yard, accessible from Park Way.

The following images illustrates the various approaches to the site from Victoria Road, Park Way, and Windmill Hill.

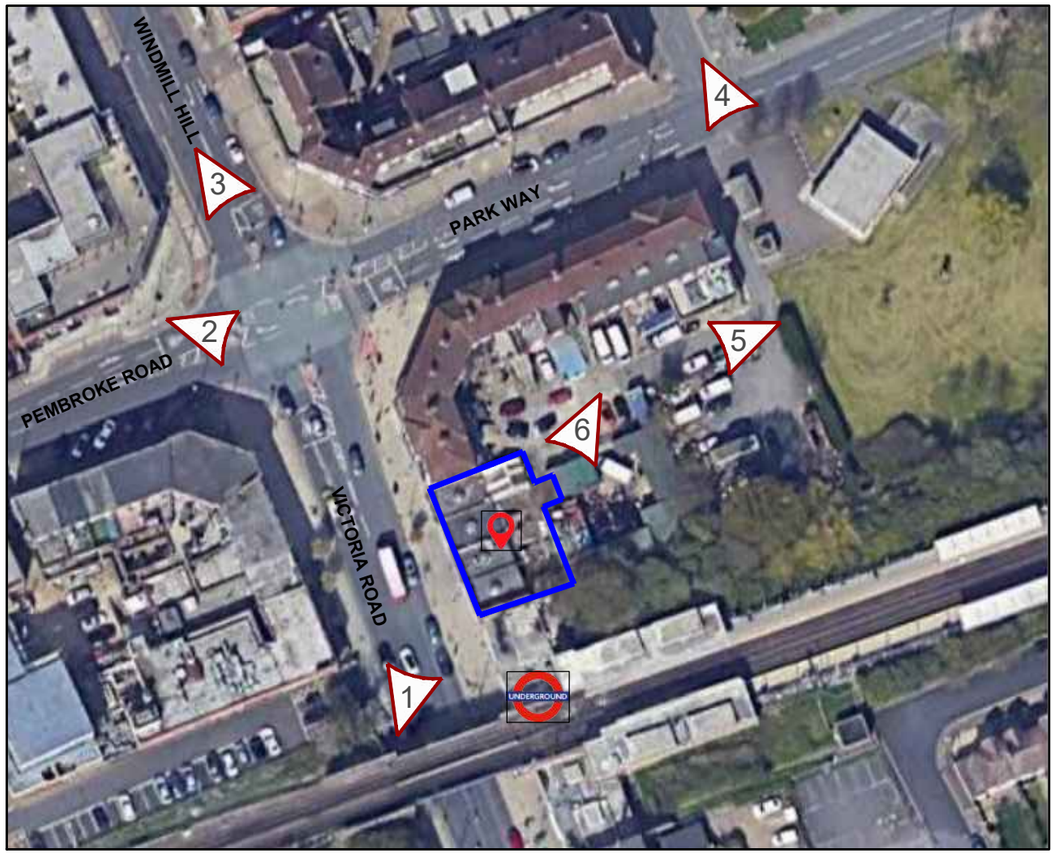

Figure 04: Approach to the site

Key

Indicative Site Boundary

3 The Site - Block

Existing Block

The existing block is primarily composed of three buildings: the proposal site, which includes four commercial units; the adjoining corner building, featuring commercial units at ground floor level with two upper storeys of residential accommodation and a pitched roof; and the Ruislip Manor Underground Station.

To the rear of the site, there are various metal structures and storage areas, as well as an informal parking and tyre shop. The rear yard also accommodates the fire exits for the residential units in the adjoining building.

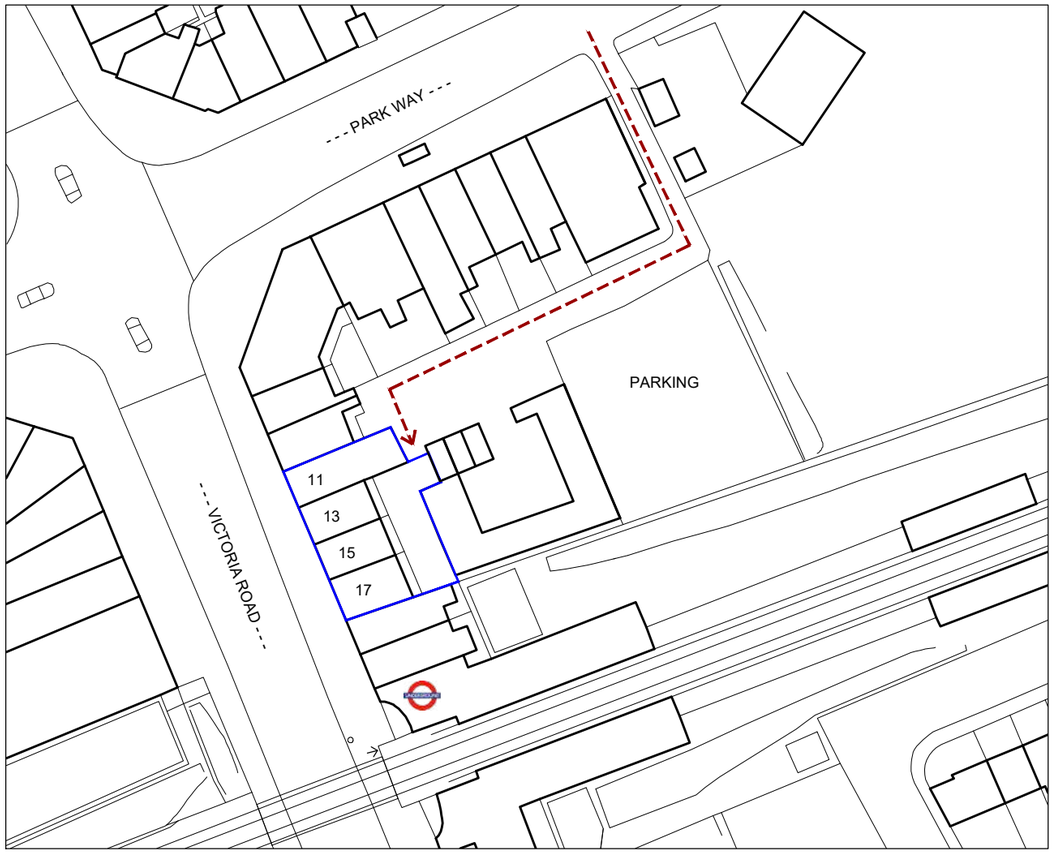

Figure 05: Block Plan

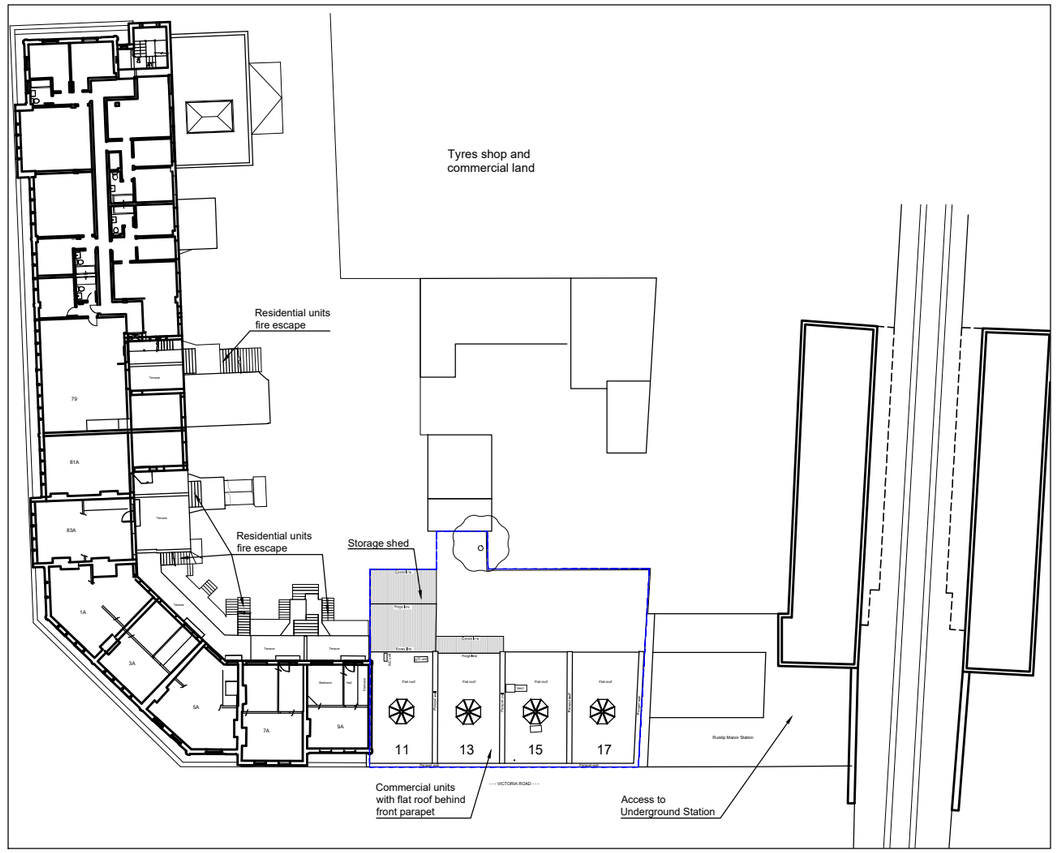

Figure 06: Existing First Floor plan

3 The Site - Adjoining Properties

Corner Building (the 'Adjoining Block')

The existing corner building is a three-storey retail parade, prominently located at the southeastern corner of the traffic light-controlled junction of Park Way / Pembroke Road and Victoria Road / Windmill Hill. The parade primarily fronts the southern side of Park Way but extends around the corner, occupying the eastern side of Victoria Road, which slopes gently southward where the Metropolitan and Piccadilly lines cross the road.

On the ground floor, the Adjoining Block accommodates a mix of retail and commercial uses, while the upper floors are predominantly residential. Vehicular access to the units is available via an access road running along the eastern side of the building, which leads to an informal parking at the rear.

Planning Permission (Ref: 72040/APP/2016/2531) was granted in 2017 for a roof extension to add nine new residential units. While construction work has already commenced, the development has not been fully implemented yet.

Figures 07 & 08: Roof extension to Adjoining Block, (extract from Hillingdon planning site)

3 The Site - Adjoining Properties

Ruislip Manor Underground Station

The station presents a relatively modest presence along Victoria Road, with the main volume set back from the street frontage. Its composition is broadly symmetrical, arranged around the elevated railway tracks. The layout features a single-storey entrance and ticket hall, flanked by recessed stair enclosures which rise to provide access to the platforms, partially sheltered by canopies. On the south side, a row of single-storey retail units—now locally listed—extends along the frontage, whereas the northern counterpart is not included in the listing.

A plain two-storey brick abutment supports the tracks above, with the London Underground roundel prominently displayed on a brick pier below the steel bridge spanning Victoria Road.

Unlike more architecturally prominent stations such as Eastcote and Rayners Lane, Ruislip Manor lacks a defining central feature onto the street. Instead, the bridge itself, with the station name displayed on both sides, serves as the station's most recognisable marker.

3 The Site - Existing Building

Existing Building

The existing building comprises a parade of four commercial units with flat roofs concealed behind a tall brick parapet. The units step down along Victoria Road towards the Underground Station, with an approximate height difference of 1.2 metres between the highest and lowest unit.

The site features a notable level change towards the rear, with the rear portion positioned more than 2.3 metres above the frontage along Victoria Road. Service access to each commercial unit is provided via a series of staircases located within small lightwells leading from the rear yard. Additionally, Unit 11 includes an ancillary storage structure situated at the back of the site.

4 Constrains and Opportunities

Potential Development

The development of the site is shaped by a combination of physical, contextual, and practical considerations that inform both its design and relationship with the surrounding area. As a single-storey structure, the site presents a clear opportunity for intensification, though this must be carefully balanced with local constraints and character. The proposed design will seek to optimise the available space while remaining respectful of the setting, contributing positively to the streetscape.

Due to the site's orientation, the proposed scheme will not result in any significant overshadowing of the existing adjoining residential units or the Underground station, ensuring that natural light levels within main living spaces are preserved.

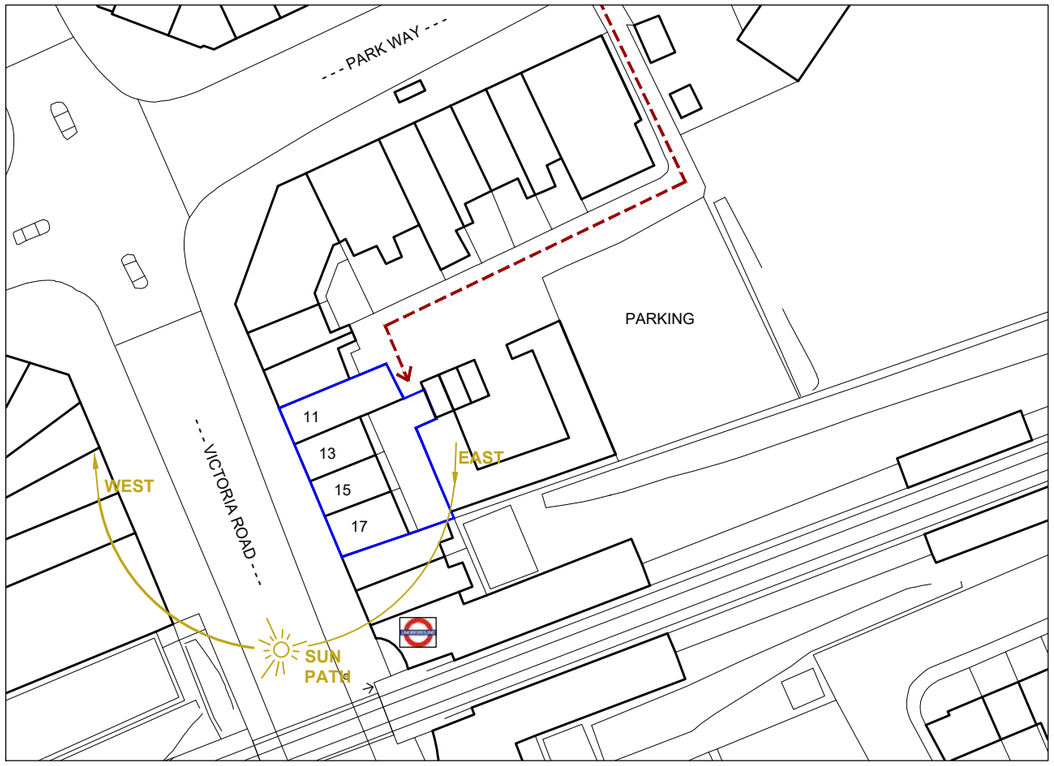

Figure 09: Block Plan indicating Sun Path

Existing Building

The site presents several constraints that have been thoughtfully addressed in shaping the proposal:

- Existing Building: The ground-floor commercial units on the ground floor must be preserved to maintain their essential contribution to the site's functionality and character.
- Adjoining Building: The new development should not negatively affect the daylight and amenity of the existing residential units on the upper floors.
- Underground Station: The proposal will not adversely affect the setting of any heritage assets in the surrounding area, including the locally listed Ruislip Manor Underground Station
- Rear Yard: Access to the new apartments will be provided from the rear yard, consistent with the existing arrangement for the upper-floor residences in the Adjoining Building. This area is also essential for servicing and deliveries making its functionality indispensable.

5 Proposed Scheme

Initial Design Approach

The initial design approach for the scheme focused on extending the existing single-storey parade by three additional storeys to provide nine new residential apartments. The ground floor commercial units were retained in their current form, preserving the active frontage along Victoria Road. As with the adjoining block, the new apartments would be accessed from the rear.

The building massing responded to the natural slope of Victoria Road by stepping down in three different volumes towards Ruislip Manor Underground Station. This design approach tried to reduce visual impact, articulate the façade with multiple setbacks and be a better fit within the surrounding context. The detailing of the proposed façades, eaves and pitched roof were designed to echo the character of the adjoining block, hoping to maintain architectural continuity.

This initial approach immediately highlighted a few problems to overcome, namely:

- Four of the 9no. flats were single-aspect Studio Units.
- Lack of private amenity areas for several units.
- Removal of the existing front parapet wall in brickwork, above the shops.
- Top flat within roof couldn't comply with 75% of the floor area having 2.5m internal ceiling height.
- The intention to replicate facade treatments and detailing, trying to mimic the adjoining building in a new built scheme, was considered artificial and forced.
- The protruding left hand side element with a gable roof did not sit well in the streetscene, particularly having higher eaves that the adjoining building.

Figure 10: Initial Front Elevation Design

5 Proposed Scheme

Alternative Design Approach

In order to address the noted concerns of the initial design, an alternative scheme was developed. Although still extending the existing single-storey parade by three additional storeys, this time the provision would be for seven new residential apartments. The ground floor commercial units were still retained in their current form, preserving the active frontage along Victoria Road. As with the adjoining block, the new apartments would still be accessed from the rear.

The building massing was stepped back from the existing parapet wall, now maintained and acting as a balustrade to front terraces to provide private amenity to future residents. The set backs, now in two different volumes, also responded well towards Ruislip Manor Underground Station. The detailing of the proposed façades, eaves and pitched roof were simplified to reflect a more contemporary approach.

While some previous issues were solved, this revised approach still maintained a few problems, namely:

- 2 of the 7no. flats were single-aspect Studio Units.
- Lack of private amenity areas for some units.
- Top flat within roof still couldn't comply with 75% of the floor area having 2.5m internal ceiling height. In order to achieve this, the entire pitched roof would need to be considerably raised.
- The overall bulk was magnified by the large pitched roof over the main body of the building.

Figure 10a: Alternative Front Elevation Design

5 Proposed Scheme - Design Development

Final Design Development

While the overall development principles remain consistent, the proposal has evolved to respond more sensitively to contextual, technical, and regulatory considerations. The refinements made aim to ensure the scheme integrates effectively into its surroundings while addressing practical constraints and compliance requirements:

- Massing: Due to the extended eaves of the Adjoining Block projecting over the proposal site, it is not feasible to replicate the same eaves height for the new roof.

- Roof Design: While the Adjoining Block is capped by a large traditional pitched roof, this form is not characteristic of the wider architectural context and particularly recent new developments in close proximity to the site. Taking this into account, along with the need to resolve the differing eaves levels and internal ceiling height mentioned before, the design of the top storey has been reinterpreted as a recessed flat-roofed volume. We consider this approach responds more appropriately to the visual language of the nearby Underground Station and contemporary additions in the area, while helping to reduce the visual mass from street level.

- Fire Regulations: Due to the natural slope of Victoria Road, the top floor of the proposal exceeds 11 metres in height. This triggers stricter fire safety requirements under current Building Regulations, including the specification of non-combustible materials for external walls, a dry riser and ventilated escape routes.

- Amenity: The previous proposals failed in providing suitable private or communal amenity space for the new apartments. Although this approach is consistent with many nearby developments — including the residential units within the Adjoining Block — and the site is heavily constrained, we recognise the importance of amenity provision and have sought to incorporate improvements where feasible within these constraints.

- Dual Aspect: All seven residential units are now dual aspect, benefiting from good levels of sunlight, orientation and ventilation.

- Units Mix: There are no single aspect Studio flats proposed in the final scheme. All units are 1-bed, 2-bed or 3-bed apartments, in full compliance with National Space Standards.

- Sustainable Drainage (SuDS): The proposal includes a formal sustainable drainage strategy, as described in the submitted Drainage Report. The change in roof design (from pitched roof to flat roof) allowed for the provision of a large green (sedum) roof. We aim to ensure surface water runoff is effectively managed and aligned with local sustainability goals.

- Materiality: The Adjoining Block contributes significantly to the existing character of the area, with its inter-war brickwork and traditional detailing. However, directly copying this style would result in an inauthentic pastiche. Instead, the proposed development will seek to strike a balance between contextual respect and contemporary expression, matching certain materials such as the brickwork.

5 Proposed Scheme

Height and Massing

The proposed extension consists of two storeys, with a recessed top floor and a flat roof. This design reduces the visual impact of height and mass from street level while offering a modern interpretation that blends well with the varied architectural styles of the surrounding area. The eaves height of the extension aligns with that of the Adjoining Block, ensuring it integrates seamlessly without interfering with the existing guttering system.

The proposal retains the stepped approach towards the Underground Station, minimising its visual impact and maintaining a harmonious streetscape.

Layouts

The internal layouts of the units have been designed to foster a stronger connection with the surrounding street context, promoting interaction with the external environment and improving natural policing of the public realm by residents. The design incorporates a stepped layout to create private terraces and outdoor amenity spaces for residents.

Rear Yard

The existing service yard will provide access to the new units while continuing to accommodate deliveries and servicing. It will also serve as a fire exit for the residential units in the Adjoining Block, ensuring essential functionality for both new and existing buildings.

Figure 11: Proposed Front Elevation

5 Proposed Scheme - Layouts

Proposed Ground Floor

The existing ground floor commercial units will remain largely unchanged, with the exception of the removal of the current rear sunken access and rooflight lanterns.

Due to the significant level difference between the front and rear of the property, with the rear being approximately 2.3 meters higher than the front, the proposal takes advantage of this gradient to incorporate essential ancillary facilities for the new residential units. These include cycle and refuse storage, which will be positioned at the rear, optimising the use of available space and maintaining operational efficiency across the site.

The proposed cycle storage will offer secure, sheltered accommodation for up to 16 cycles, catering to the needs of the new residents.

Access to the new residential units will be provided at the rear via a staircase and a platform lift, which will address the minor level change between the rear ground level and first floor. The platform lift will ensure level access to all the new units on the first floor, complying with accessibility standards and facilitating ease of movement for residents.

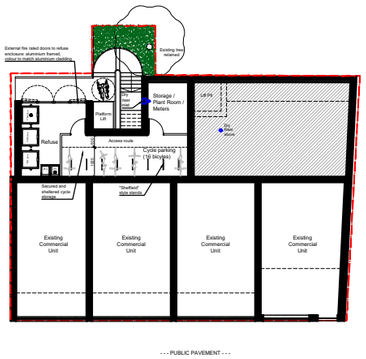

Figure 12: Proposed Ground Floor Plan

Proposed First Floor Plan

The First Floor will accommodate three residential units: 1x1bed/2people and 2x2bed/3people. The layout has been carefully designed to step back 0.65m from the front building line of the Adjoining Block and 1.8m from the front boundary, allowing for the creation of generous private terraces and balconies. The volume closer to the Underground Station is further recessed, being 3.4m set back from the front site boundary, also contributing to the creation of a generous terrace. These outdoor spaces offer high-quality amenity for future residents, enhancing the overall living environment.

To the rear, the new volume has been set back in relation to the 45° line drawn from the nearest habitable window of the Adjoining Block. This approach minimises potential impacts in terms of overshadowing and overlooking, helping to preserve the residential amenity of neighbouring occupants.

Level access to the three units will be provided via a platform lift, in accordance with inclusive design principles. However, due to the site's topography and the natural slope of Victoria Road, Unit 3—although offering step-free access to its entrance—includes a short internal flight of four steps between the entry level and the main living areas.

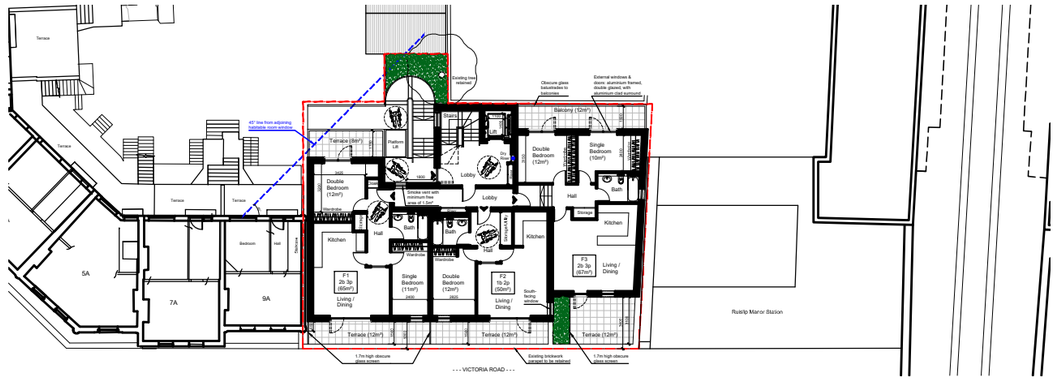

Figure 13: Proposed First Floor Plan

5 Proposed Scheme - Layouts

Proposed Second Floor

The Second Floor will replicate the layout of the First Floor, providing three additional residential units: 1x1bed/2people and 2x2bed/3people. This consistent arrangement helps streamline the design and construction while maintaining a high standard of accommodation throughout the development.

At this level, private outdoor amenity is provided in the form of balconies located at the rear of the building, serving the larger two-bedroom units. These balconies offer a more private and quieter outlook, away from the activity of the street, and contribute to the provision of high-quality amenity space for future residents.

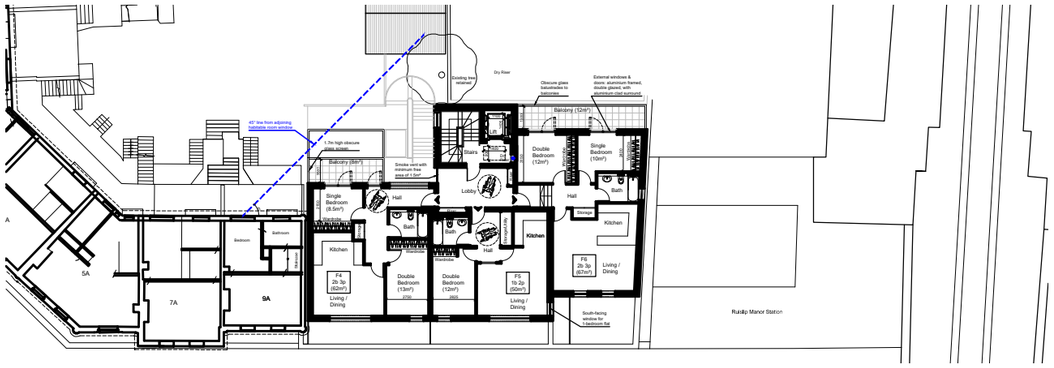

Figure 14: Proposed Second Floor Plan

Proposed Third Floor

The Third Floor will accommodate a single, generously sized family unit of nearly 100 sqm, situated within a further recessed volume topped by a flat roof. This top floor has been carefully designed to sit comfortably within the overall massing of the building, significantly reducing the perceived height and visual impact when viewed from street level.

The recessed design not only contributes to a more refined and contemporary architectural expression, but also allows for the inclusion of spacious private outdoor amenity space, enhancing the quality of life for future residents. The resulting composition establishes a respectful dialogue with the varied architectural character of the surrounding area, including the adjacent interwar developments and more recent additions, while providing a modern and balanced contribution to the local streetscape.

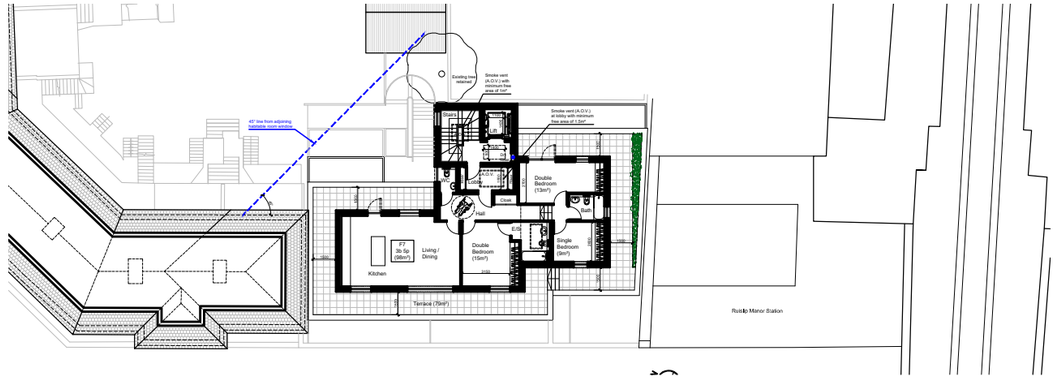

Figure 15: Proposed Third Floor Plan

5 Proposed Scheme - Layouts

Proposed Roof Plan

Given the physical constraints of the site and the limited footprint available, the design of the new flat roof has been carefully considered to optimise both functionality and environmental performance. In line with current building regulations and sustainability targets for new residential developments, the roof has been designed to accommodate a green roof system, contributing to urban biodiversity, improved insulation, and rainwater attenuation.

In addition, sufficient space has been allocated for the integration of renewable energy technologies, such as photovoltaic (PV) panels or air source heat pumps (ASHPs), supporting the long-term energy efficiency of the scheme and reducing its carbon footprint.

Beyond sustainability measures, the roof will also need to provide for several essential building services, including an automatic opening vent (AOV) for smoke control, a lift overrun, ventilation shafts, and potentially a sprinkler water tank. These elements are integral to meeting fire safety and building performance standards, and their inclusion has been accounted for from the early design stages to ensure a coordinated and buildable solution.

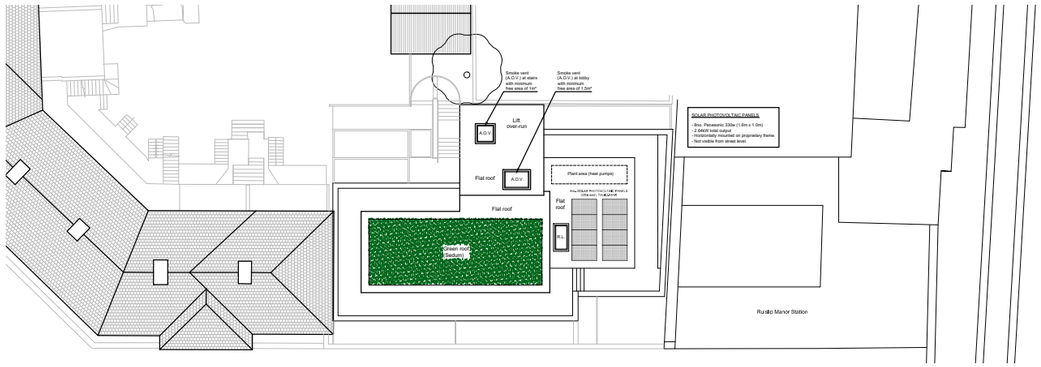

Figure 16: Proposed Roof Plan

5 Proposed Scheme - Elevations and Section

Proposed Front Elevation (facing Victoria Road)

The proposed front elevation facing Victoria Road illustrates the integration of the new development with the existing streetscape. The retained ground floor commercial units sit behind the original tall brick parapet, preserving the established rhythm and character of the parade at street level. Above this, the proposal introduces a two-storey extension with a further recessed third floor capped by a flat roof. This tiered massing strategy is designed to reduce the visual impact of height and bulk when viewed from the public realm, ensuring the new addition remains respectful to its context.

The architectural language of the extension offers a contemporary yet restrained interpretation that complements the eclectic mix of buildings in the surrounding area, including the Adjoinig Block and the more recent developments nearby. The new parapet line at second floor level is carefully aligned with the eaves of the Adjoining Block, ensuring a coherent relationship between old and new.

Importantly, the flat roof of the proposed top floor remains comfortably below the existing ridge line of the Adjoining Block, even prior to the implementation of the approved roof extension. The result is a well-balanced elevation that contributes positively to the character of Victoria Road.

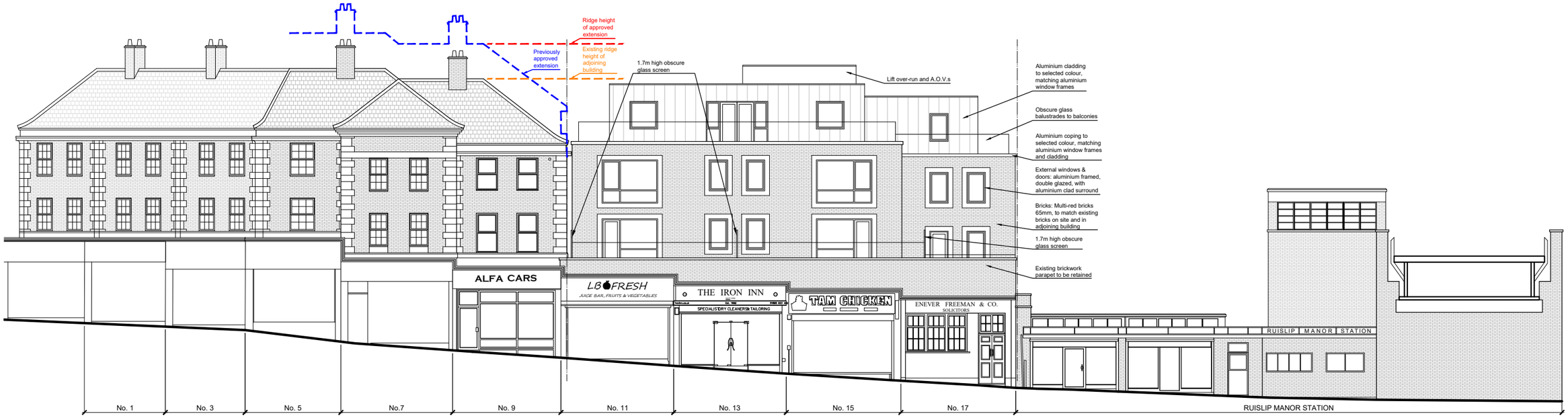

Figure 17: Proposed Front Elevation

5 Proposed Scheme - Section and Elevations

Proposed Rear Elevation (facing the rear yard)

The proposed Rear Elevation, facing the access yard, primarily features a series of terraces and balconies designed to maximise the open outlook towards the rear of the site. These outdoor spaces take full advantage of the elevated position and the absence of directly adjoining residential properties at the back, offering future residents generous private amenity areas with improved levels of daylight, privacy, and long-range views. The stepped massing at the rear helps to break down the overall bulk of the building, while also reducing any potential sense of enclosure and contributing to a more articulated and visually engaging rear façade.

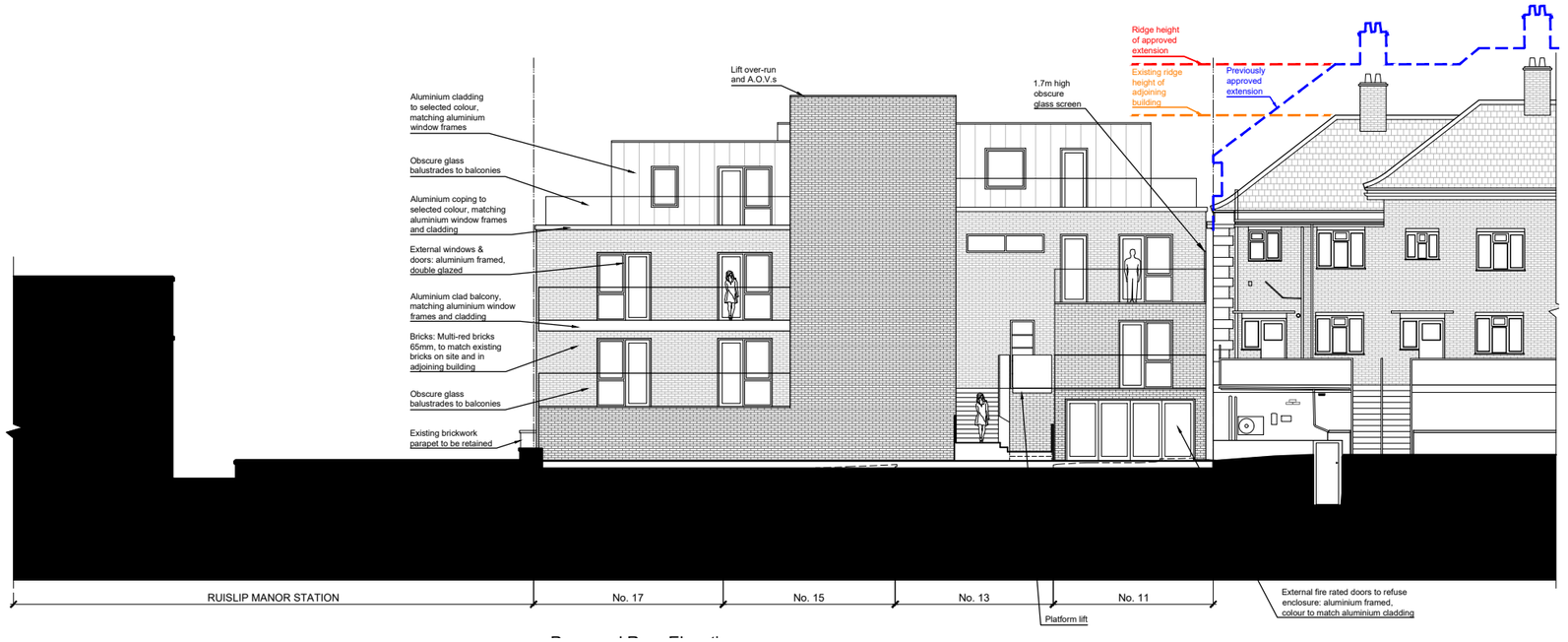

Figure 18: Proposed Rear Elevation

5 Proposed Scheme - Section and Elevations

Proposed Side Elevation

The proposed side elevation, facing the Underground Station, features predominantly stepped red-brick volumes that are designed to maintain a cohesive and unified appearance with the surrounding building, preserving the character of the area.

To minimise visual impact and maintain the building's simple, robust aesthetic, the elevation incorporates minimal openings, enhancing privacy and reducing the potential for overlooking. This restrained approach to fenestration helps to ensure that the side elevation remains discreet, while still providing some articulation, sufficient natural light and ventilation where necessary.

Proposed Section

The proposed section drawing illustrates the various recesses and step-backs incorporated into the massing of the development, highlighting how the new volumes respond to the site's topography and contextual constraints. It clearly demonstrates the relationship between the front elevation facing Victoria Road—where the street level is lower—and the raised service yard at the rear, which provides access to the residential units. The section also reveals how the building is articulated across its height, with each floor set back in varying degrees to reduce visual impact, create outdoor amenity spaces, and ensure a respectful relationship with neighbouring properties.

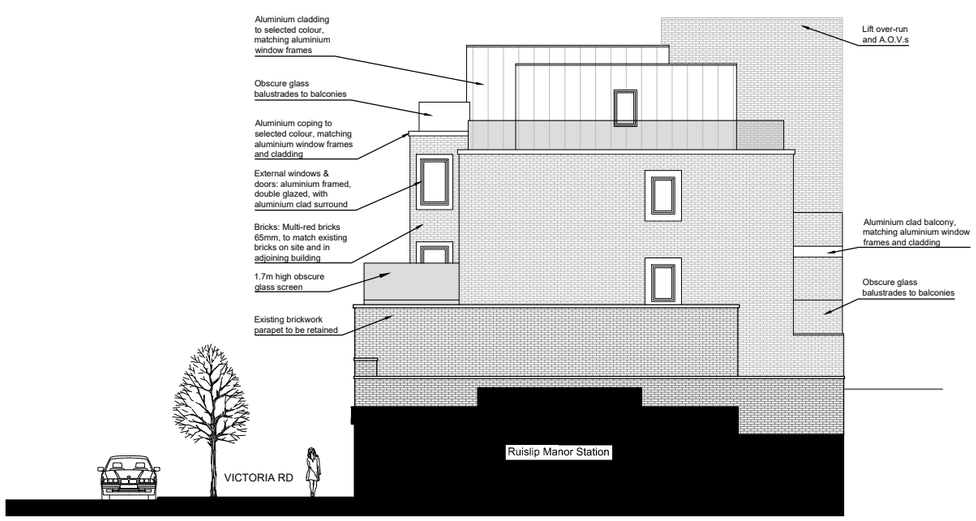

Figure 19: Proposed Side Elevation

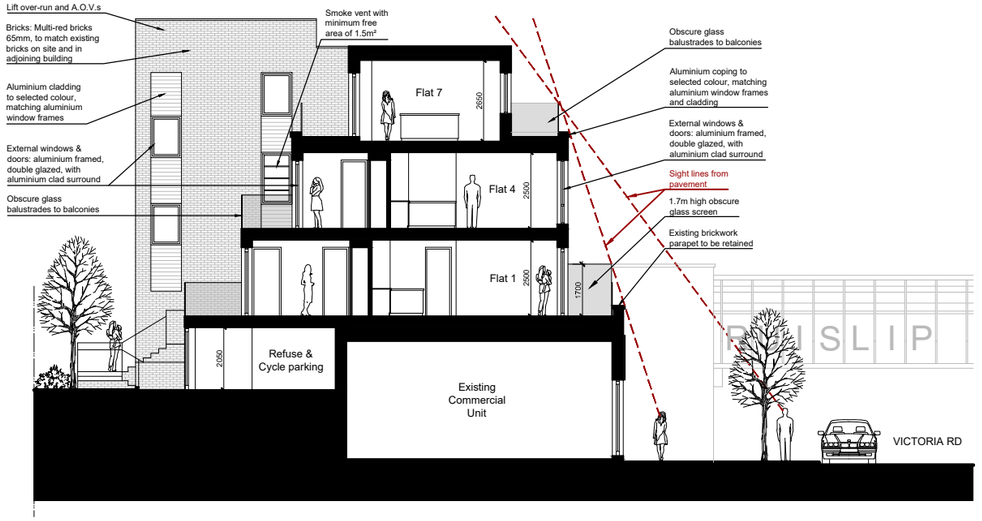

Figure 20: Proposed Section

5 Proposed Scheme - Living Standards

Housing Mix

The proposed development comprises 7 residential units with the following mix:

1 x 3-bedroom units (5-person capacity)
4 x 2-bedroom units (3-person capacity)
2 x 1-bedroom units (2-person capacity)

Policy DMH 2 of the Hillingdon Local Plan Part 2 - Housing Mix requires the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need.

The proposed mix helps to create a diverse housing offering, supporting a range of household types, including families, individuals, and smaller households.

Nationally described space standard

The proposed units are designed to fully comply with the 'Technical Housing Standards – nationally described space standard' (March 2015). Each unit meets or exceeds the minimum internal space requirements, including total floor areas, bedroom sizes, and storage provisions, ensuring high-quality living environments that accommodate furniture, circulation, and daily activities comfortably.

In addition, all units will feature a minimum floor-to-ceiling height of 2.5 metres across at least 75% of the gross internal area, in alignment with the London Plan Policy.

All dwellings are designed to be dual aspect, promoting effective cross-ventilation and allowing for improved indoor air quality and passive cooling, which contribute to the overall sustainability and comfort of the living environment.

Amenity

Private Amenity Space:

Policy DM7 of the London Plan requires that all flatted developments provide a minimum of 5 sq.m of private outdoor space for 1–2 person dwellings, with an additional 1 sq.m for each additional occupant. To ensure practicality and comfort, all private amenity spaces, including balconies and terraces, must have a minimum depth and width of 1.5 metres. Hillingdon Council encourages developments to go beyond these minimum standards.

While the proposed development largely exceeds the minimum private amenity space standards set out in the London Plan, the site constraints limit the ability to fully meet Hillingdon's more ambitious targets. As such, only the top-floor family unit is able to exceed both the London Plan and local requirements in terms of private outdoor space.

A Daylight and Sunlight assessment has been submitted as part of this application. It concludes: "*The planned development at 11-17 Victoria Road, London, HA4 9AA does not reduce the Vertical Sky Component (VSC) but rather exceeds the 27% minimum required by the BRE guidelines, Therefore, this development doesn't negatively impact the available daylight conditions for 7-9 Victoria Road.*

The provision of internal natural light to habitable rooms of the residential dwellings has been found to be highly satisfactory. Our assessment finds that the design of the dwellings incorporate strategic placements of rooms, windows, and doors, ensuring maximum utilization of both daylight and sunlight.

No additional privacy issues are foreseen, and the design strategy ensures maximum daylight within the development. All habitable rooms meet the Daylight illuminance (DI) recommendation. Finally, this development at 11-17 Victoria Road, London, HA4 9AA ensures satisfactory daylight and sunlight amenities for future residents".

5 Proposed Scheme - Parking | Cycle Storage | Accessibility

Parking

The proposed development has no on-site car parking and is designed as a car-free scheme in accordance with the London Plan. This approach is supported by the site's good public transport accessibility, with a PTAL rating of 4, which underscores the suitability of car-free living. The development encourages sustainable transport choices and aligns with local and regional policies promoting reduced car dependency.

Cycle Storage

To enhance the sustainability and encourage residents to utilise public transport, cycling, and walking, secure and sheltered cycle storage is provided from the rear yard.

Appendix C, Table 1 of the Hillingdon Local Plan Part 2 establishes minimum cycle parking standards, requiring 1 space per studio, 1- or 2-bedroom unit, and 2 spaces per 3-bedroom or larger unit.

Based on the proposed unit mix, the minimum requirement is 8 spaces. The proposal exceeds this requirement by doubling this minimum number and providing 16 on-site cycle parking spaces for residents.

Accessibility

Given the significant physical constraints of the site — including the change in levels between the front and rear and the sloping character of Victoria Road — careful consideration has been given to maximising accessibility throughout the proposed development. All seven new residential units have been designed with step-free access to their private entrances, facilitated by the provision of both a platform lift at ground level and an internal lift serving all upper floors.

Although Units 3 and 6 benefit from direct step-free access from street level, the internal arrangement of each includes a short flight of four steps between the entrance level and the primary living areas due to the site’s topography.

Despite these constraints, five of the seven proposed units — including the family-sized dwelling on the third floor — will fully comply with M4(2) requirements of the Building Regulations, providing accessible and adaptable homes suitable for a wide range of future residents.

Flat 7 is arranged over two levels; however, the entrance level has been carefully designed to include a living space, a double bedroom, and a compliant bathroom. This floor alone meets the criteria for M4(2) compliance, ensuring that the unit remains accessible and functional for residents with varying mobility needs, notwithstanding the few steps in the layout.

5 Proposed Scheme - Sustainability

Sustainability

The proposed development has been carefully designed to align with the sustainability objectives set out in the London Plan (2021) and Hillingdon Council's Local Plan Part 1 and Part 2, ensuring that the scheme contributes positively to the transition towards a low-carbon, climate-resilient future.

In accordance with London Plan Policy SI 2 (Minimising greenhouse gas emissions), the scheme adopts a "Be Lean, Be Clean, Be Green" approach to energy. Passive design measures such as high levels of insulation and airtight construction will help reduce energy demand. The development has also been designed to accommodate renewable energy technologies, including photovoltaic (PV) panels and air source heat pumps (ASHP) on the flat roof. These systems will assist in reducing the development's operational carbon emissions, supporting compliance with the 2021 Building Regulations uplift and the London Plan's carbon reduction targets.

A green/sedum roof has also been incorporated to support Policies SI 13 and G5, providing biodiversity benefits, source control for surface water runoff, and helping meet SuDS objectives. Permeable paving will be used across hardstanding areas in line with Hillingdon Policy DMEI 10.

The proposal targets water efficiency in line with Policy SI 5, with all units designed to achieve maximum water consumption of 105L/person/day.

Overall, this proposal reflects a holistic approach to sustainability, making best use of the site's physical characteristics and integrating climate-responsive design strategies to deliver high-quality, environmentally responsible new homes.

SuDS

The submitted Drainage Strategy Report prepared by Nimbus Engineering Consultants proposes the following Sustainable Urban Drainage (SuDS):

To ensure compliance with the Sustainable Urban Drainage System (SuDS) management hierarchy, the proposals include a wall-mounted rainwater harvesting tank to promote rainwater reuse. Additionally, a large part of the flat roof will be green or sedum, providing source control for roof runoff.

All proposed hardstanding areas will incorporate porous surfacing, underlaid by a hydrocarbon-removing geotextile membrane.

As a result of these measures, the peak flow rate leaving the site will be considerably reduced.

6 Proposed Materiality

6 Proposed Materiality