WAVE
ARCHITECTS

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

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JANUARY 2026

11-17 VICTORIA ROAD | 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).

The proposed scheme follows a previous refusal and subsequent appeal. Although the appeal was dismissed, the Inspector's decision clarified and refined several of the Council's original concerns, providing clear guidance on the acceptability of development at this site. The current proposal has been carefully evolved to address the remaining matters identified, with particular focus on proposing access from Victoria Road to create a safe and secure environment for occupants and visitors, and on adopting more vertically articulated elevations, drawing reference from the adjoining building.

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 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) and numerous bus stops in the area provides excellent connectivity, with a PTAL rating of 4. 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

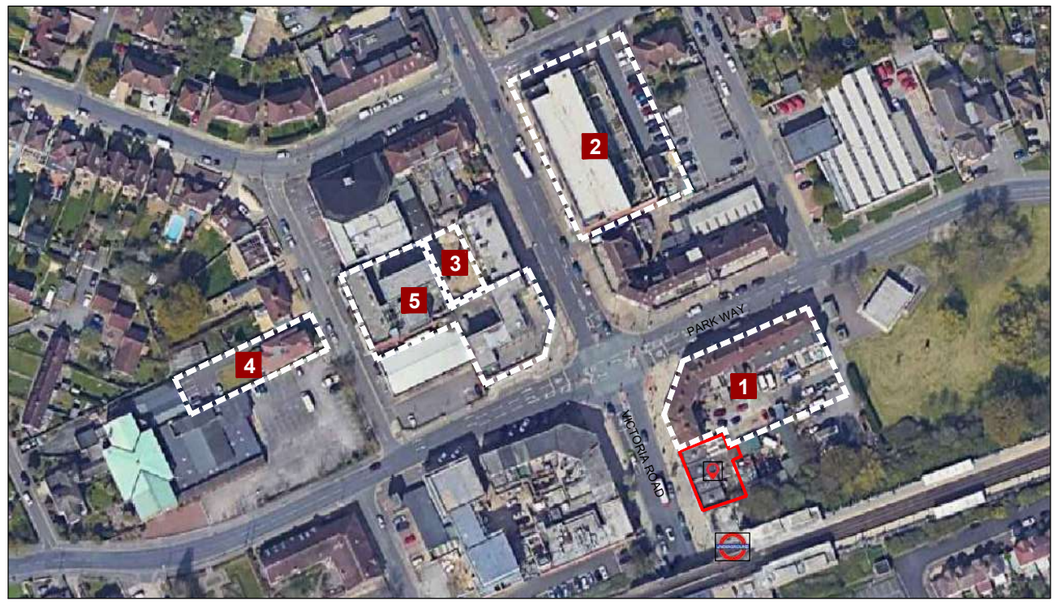

Figure 02: New developments in the area in recent years

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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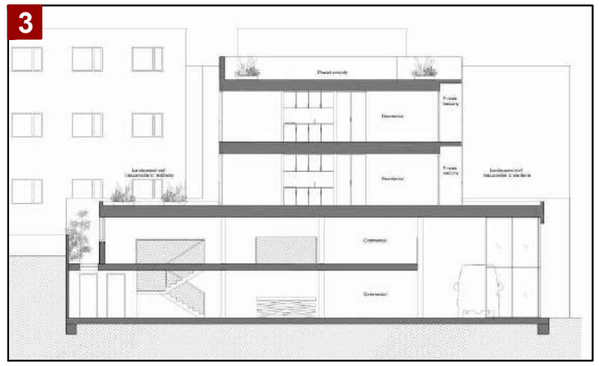

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2 Contextual analysis - Listed and Locally listed Buildings

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.

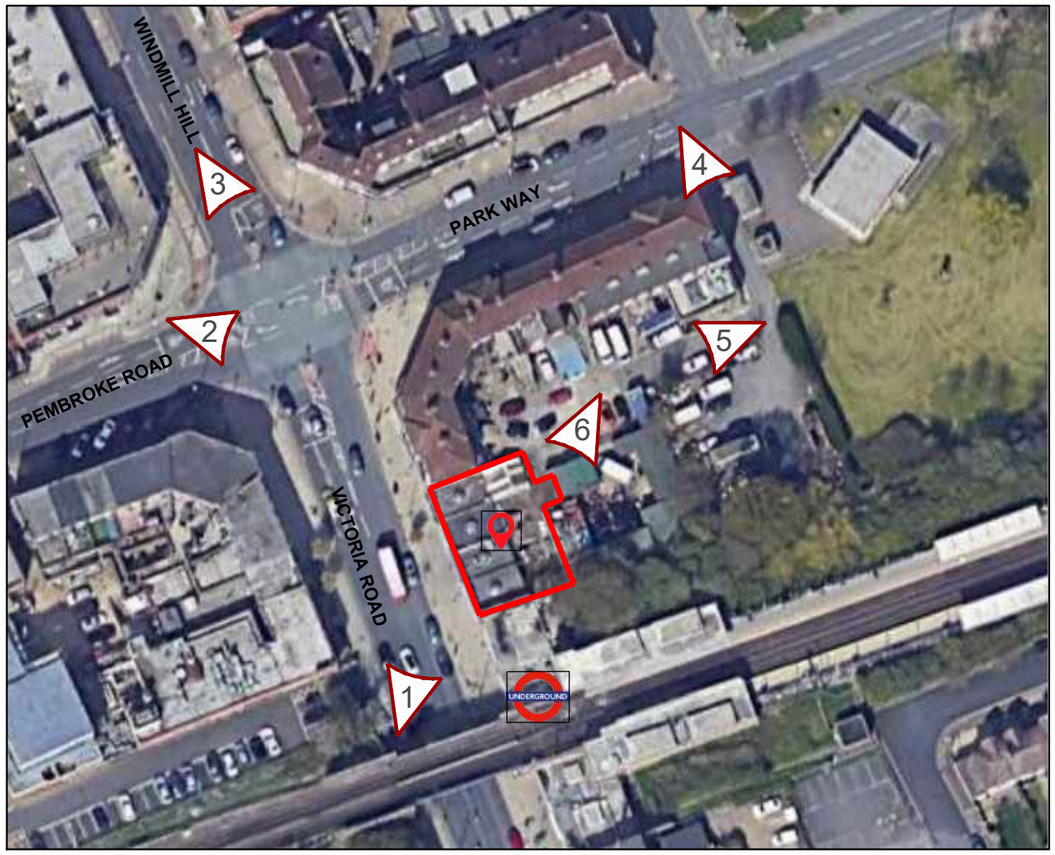

Figure 04: Approach to the site

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.

The rear yard accommodates the fire exits for the residential units in the adjoining building.

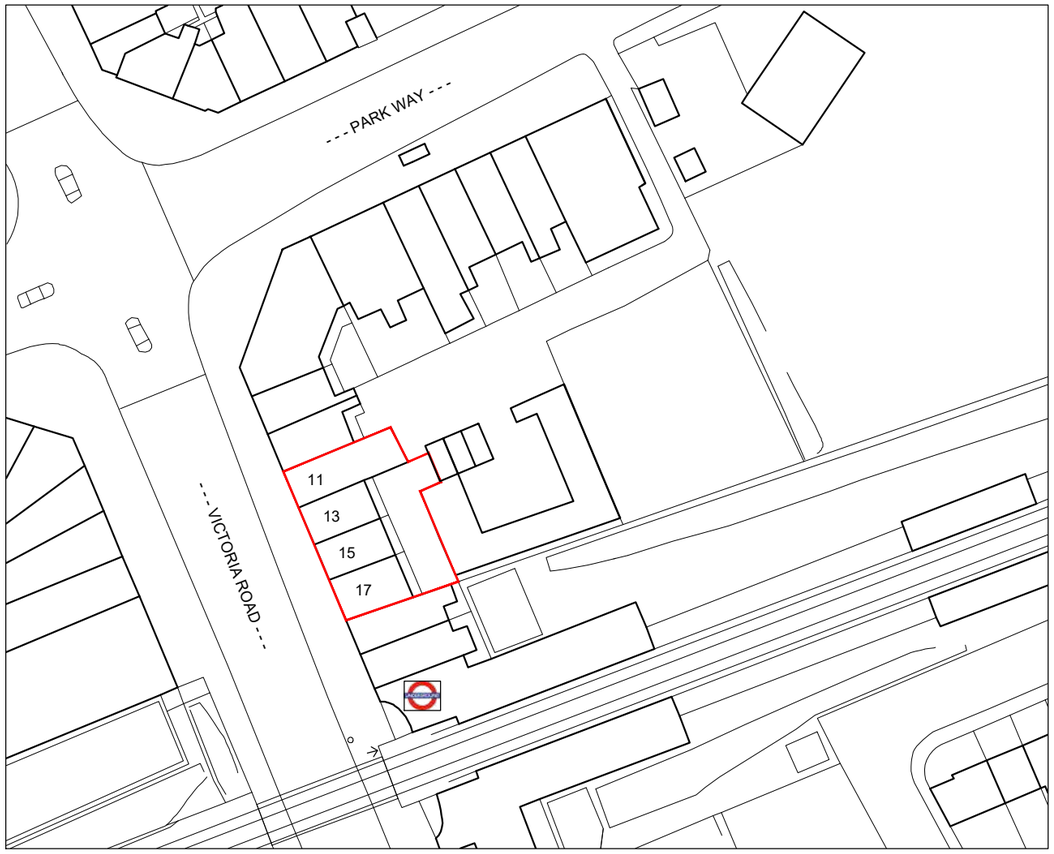

Figure 05: Block Plan

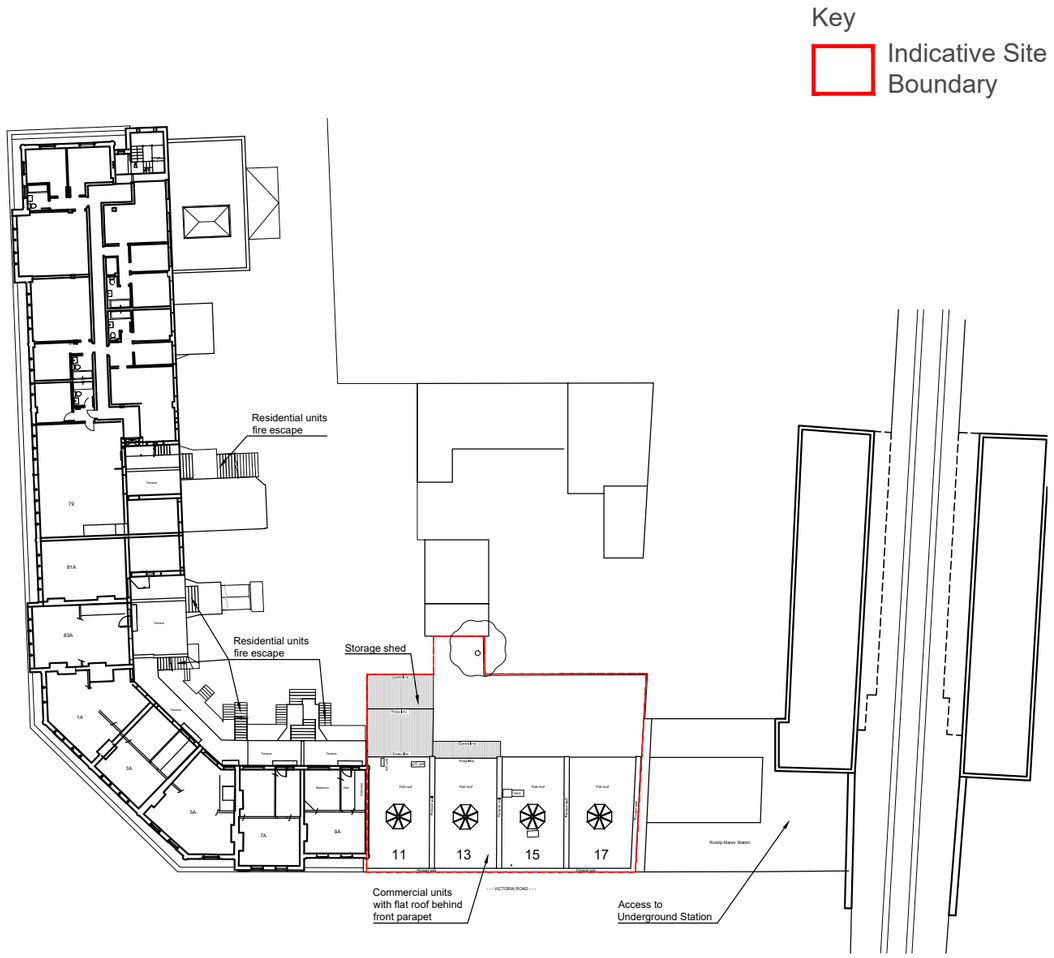

Figure 06: Existing First Floor plan

Rear Yard

The existing rear yard has been subject to a series of improvements in recent months. These measures enhance safety, security, and usability for future residents while also benefiting occupants of the Adjoining Block, delivering shared benefits and reinforcing the overall functionality and security of the site. It should be noted that the street-view images provided by Google Maps date from 2016 and do not reflect the current condition of the yard.

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.

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.

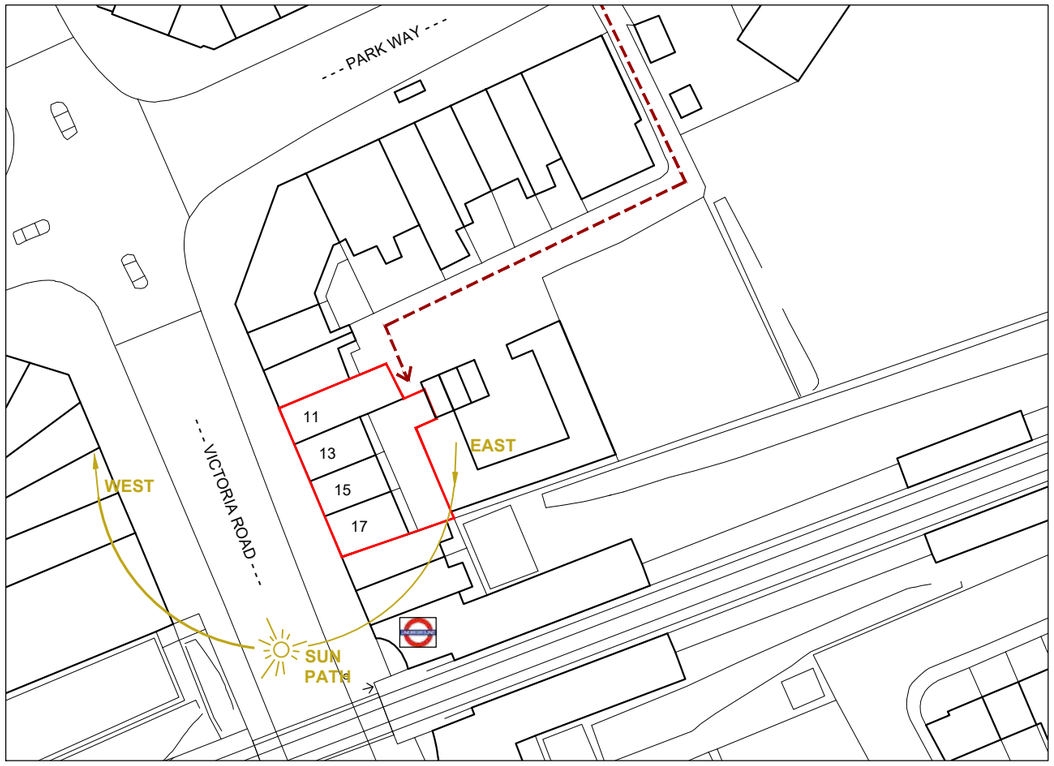

Figure 09: Block Plan indicating Sun Path

Existing Building

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

- Existing Building: The previous scheme sought to retain the existing commercial units and provide access to the new residential accommodation from the rear yard. This approach raised significant concerns with both the Local Planning Authority and the Appeal Inspector, who recommended that "*the scheme is changed to create a new residential access from Victoria Road, which would be far more legible, safe and functional. This would require the loss of a relatively small area of commercial floorspace, but there would still be sufficient space for commercial unit[s]*."

- 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: As noted above, the primary access to the residential units will be provided directly from Victoria Road. This arrangement creates a clear, legible and secure entrance with good levels of natural surveillance, significantly improving the safety and usability of the access for residents and visitors. The existing rear yard will be retained for servicing and deliveries only, ensuring that operational requirements for the existing and new units are accommodated without compromising residential amenity or security.

5 Proposed Scheme - Previous Scheme

Previous Scheme

As noted previously, the proposed scheme follows a prior refusal and subsequent appeal. While the appeal was dismissed, the Inspector's decision clarified and refined several of the Council's original concerns, providing clear guidance on the acceptability of development on this site. The current proposal has been carefully evolved to address the remaining matters identified, while retaining and strengthening those elements considered to make a positive contribution to the site.

While the appeal inspector acknowledges that the proposal, in some respects, would respond positively to the local context, their primary concern relates to the design of the building, highlighting the following issues:

Access: The sole pedestrian access to the development via the rear shared service yard, lacks clearly defined pedestrian routes and street lighting. Pedestrians come into conflict with vehicle movements and remain less visible, particularly at night. The scheme would not provide a safe and secure environment for occupants and visitors.

Facade design: The adjacent terrace exhibits a strong vertical emphasis, highlighted by stone quoins and a repeating pattern of tall, narrow windows set close together. The proposed front elevation features several wide windows interspersed with smaller openings within large expanses of solid brickwork. This fenestration pattern and solid-to-void ratio produce a pronounced horizontal emphasis, which doesn't align with the architectural rhythm and balance of the neighbouring building.

Figure 10: Previous Front Elevation Design

5 Proposed Scheme - Design Development

Final Design Development

Taking into account the comments received on the previous proposal, the new scheme responds more sensitively to contextual, technical, and regulatory considerations.

The proposed refinements ensure the development integrates effectively into its surroundings while addressing practical constraints:

- Massing and Roof Design: The proposal retains the previous massing and roof design, aligning with the following inspector comments:

"*The first and second floors would be set well behind the ground floor parapet, retaining its prominence in the street scene. The front elevation would step back from the adjacent terrace, echoing the articulation on the existing block. Continuing the eaves height of the neighbouring building above No.11 would provide visual consistency, and the step down above No.17 would follow the fall in level along the street. Although different to the pitched roof above the adjacent terraced block, the proposed flat roof design would reflect surrounding development and successfully bridge the transition to the distinctive flat roofed form of the underground station. The proposed top floor flat would be positioned well back from the parapet eaves line and appear recessive. Use of red brick would match the existing bricks on site and in the adjoining building.*"

- Fire Regulations: Due to the natural slope of Victoria Road, the top floor of the proposal exceeds 11 metres in height. This would trigger stricter fire safety requirements under current Building Regulations.

- Amenity of Future Occupants: Most buildings in the vicinity, including the existing and approved residential units within the Adjoining Block, fail to provide suitable private or communal amenity space due to site constraints. In contrast, this scheme recognises the importance of amenity and takes a proactive approach, incorporating enhancements wherever feasible to improve the quality of life for future occupants.

- Impact on Neighbours Amenity: The proposal retains the previous terrace to the rear of flat 1, aligning with the following inspector comments:

"there is a solid enclosure around the terrace to the rear of this property, and the proposed terrace boundary would be only marginally higher. Moreover, precise details of boundary treatment could be controlled by planning condition. Consequently, the appeal proposal would not result in a loss of outlook or a sense of enclosure.

Living conditions of neighbouring occupants at 9a Victoria Road would therefore be satisfactory"

- Housing Mix: The proposal retains the previous housing mix, considered acceptable, including 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. All the proposed units fully comply with National Space Standards with a 3-bed family home, in a sustainable town centre location.

- Sustainable Drainage (SuDS): The proposal incorporates a formal sustainable drainage strategy, as detailed in the submitted Drainage Report. The retention of the previously proposed green (sedum) roof enables the scheme to deliver modest green infrastructure benefits, enhancing landscaping and biodiversity, despite the loss of two low-quality trees, as noted by the appeal inspector.

- Materiality: The Adjoining Block makes a significant contribution to the existing character of the area, with its inter-war brickwork, traditional detailing, and strong vertical emphasis, highlighted by stone quoins and a repeating pattern of tall, narrow windows set close together. One of the main improvements in the current scheme is the redesigned façade, which aims to understand and positively interpret these features to maintain visual harmony with the neighbouring building.

5 Proposed Scheme - Design Development

Height and Massing

The scheme comprises two storeys with a recessed top floor and a flat roof, reducing the perceived height and mass at street level. The eaves height aligns with that of the adjoining block, ensuring seamless integration and avoiding interference with the existing guttering. The stepped form towards the Underground Station is retained, limiting visual impact and preserving a cohesive streetscape. This strategy has been considered acceptable previously and continues to provide a balanced and appropriate response to the surrounding context.

Layouts

The internal layouts strengthen the relationship with the surrounding street context, encouraging engagement with the public realm and improving natural surveillance. A stepped arrangement creates private terraces and outdoor amenity spaces for residents.

Access

The access strategy has been comprehensively redesigned in response to the comments received. A new, dedicated residential entrance has been proposed from Victoria Road, addressing previous concerns regarding safety and legibility. The entrance has been formed by taking the minimum space necessary from the commercial unit at No.17, in line with officers' advice, and has ensured a clear and direct route for residents that is separate from servicing and vehicle movements. This approach has significantly improved the quality, safety, and visibility of access for future occupants while preserving the commercial viability of the ground-floor unit.

Rear Yard

The existing service yard continues to accommodate deliveries and servicing and also provides an alternative fire escape and service access for the proposed residential units, ensuring functionality for both new and existing buildings.

Figure 11: Proposed Front Elevation

5 Proposed Scheme - Layouts

Proposed Ground Floor

Three of the four existing ground-floor commercial units remain largely unchanged, with the exception of the removal of the rear sunken access and rooflight lanterns. The commercial unit at No.17 has been reduced to accommodate a new residential entrance from Victoria Road. This limited loss of commercial floorspace has been suggested by officers and is considered acceptable in order to deliver a safer and more legible access route for residents and visitors.

The site benefits from a significant level difference between the front and rear elevations, with the rear approximately 2.3 metres higher than the front. The proposal has taken advantage of this change in level to accommodate essential ancillary facilities for the new residential units. These include a plant room housing the sprinkler system water tanks and dedicated cycle storage, all located to the rear to optimise the use of space and maintain efficient site operation.

The proposed cycle storage provides secure, covered accommodation for up to 16 bicycles, meeting the needs of future residents.

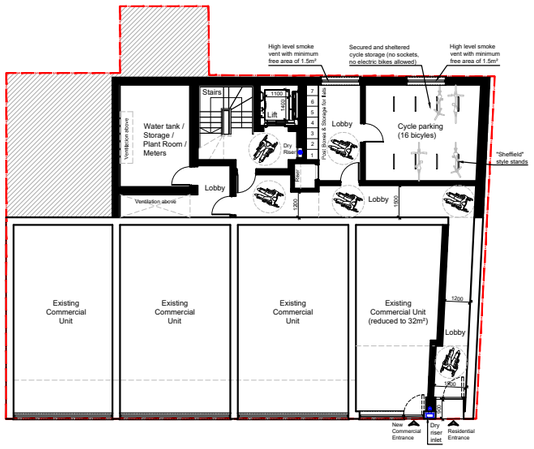

Figure 12: Proposed Ground Floor Plan

Proposed Upper-Ground Floor

The level difference between the front and rear elevations has also enabled the provision of a secondary entrance at upper ground level from the rear service yard. This entrance provides an alternative means of escape in the event of fire, enhancing the safety strategy for the building, and allows direct and convenient access to the refuse storage area.

The arrangement improves operational efficiency while making effective use of the site's existing topography.

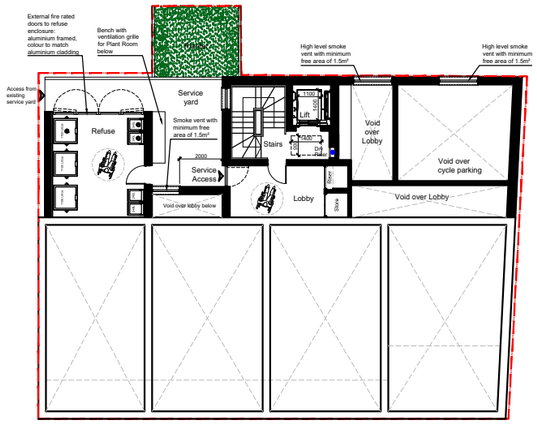

Figure 13: Proposed Upper Ground Floor Plan

5 Proposed Scheme - Layouts

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. Given the solid enclosure around the terrace and the proposed terrace boundary would be only marginally higher, the appeal inspector considered this would not result in a loss of outlook or a sense of enclosure.

Level access to all three units is provided via a lift in line with inclusive design principles. Due to the site's topography, Units 3 and 6 offer step-free access to its entrance but includes a short internal flight of four steps to the main living areas.

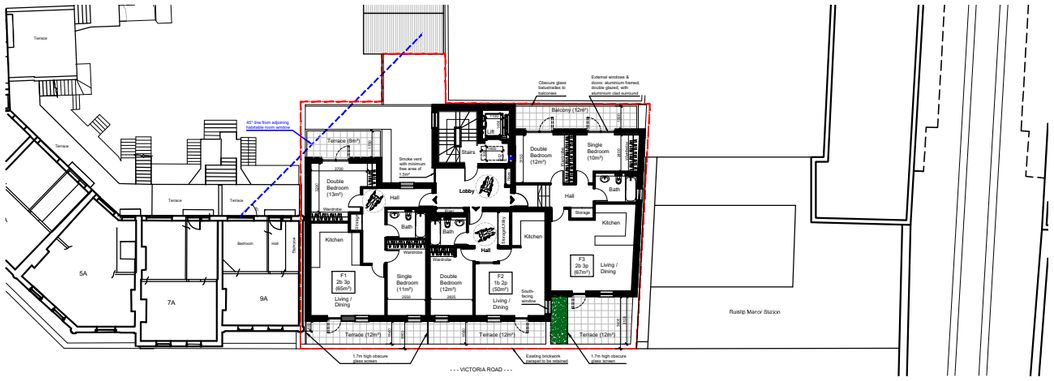

Figure 14: Proposed First Floor Plan

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.

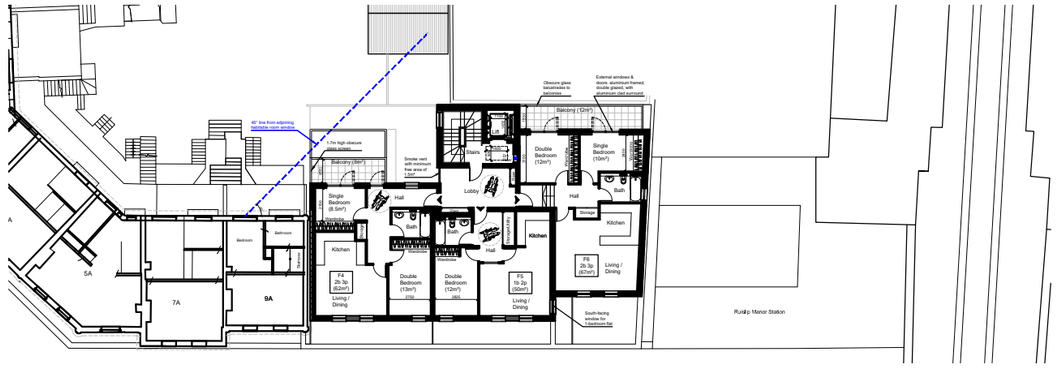

Figure 15: Proposed Second Floor Plan

5 Proposed Scheme - Layouts

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.

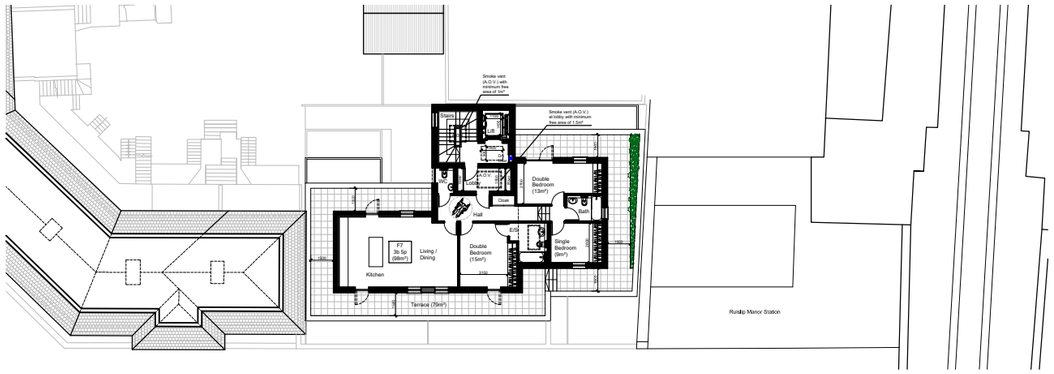

Figure 16: Proposed Third Floor Plan

Proposed Roof Plan

Given the physical constraints of the site and the limited footprint available, the design of the 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.

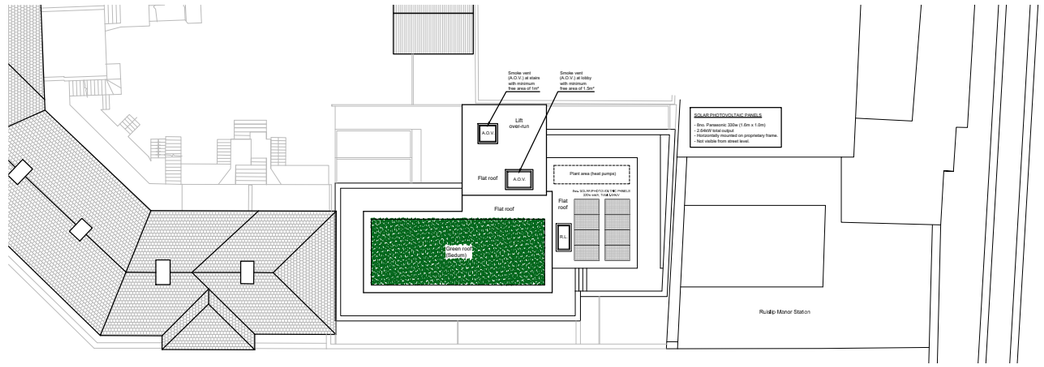

Figure 17: Proposed Roof Plan

5 Proposed Scheme - Elevations

Proposed Front Elevation (facing Victoria Road)

The proposed front elevation facing Victoria Road demonstrates how the new development integrates with the existing streetscape.

The frontage of the commercial unit at No.17 has been redesigned to accommodate access to the new residential units and to incorporate a glazed shopfront, consistent with the treatment of adjoining properties, preserving the established rhythm and character of the parade at street level.

Above, the scheme introduces a two-storey extension with a further recessed third floor beneath a flat roof. This tiered massing approach reduces the perceived height and bulk when viewed from the public realm, ensuring the new addition remains respectful of its surrounding context.

The architectural language of the proposal offers a contemporary yet restrained interpretation of the defining characteristics of the Adjoining Block, which displays a strong vertical emphasis articulated through stone quoins and a regular rhythm of tall, narrow windows. The proposed elevation reflects this pattern through vertically proportioned windows with a comparable fenestration rhythm and a balanced solid-to-void ratio. Vertical shadow gaps within the brickwork reinforce the vertical emphasis of the street frontage and maintain visual continuity. Simplified cast-stone detailing to corners and copings reinterprets the traditional detailing in a modern, understated manner, contributing to a cohesive and well-articulated streetscape.

The use of red brick matches the existing materials on site and within the Adjoining Block, ensuring material consistency and enabling the extension to integrate seamlessly into the wider urban context while remaining clearly legible as a contemporary addition.

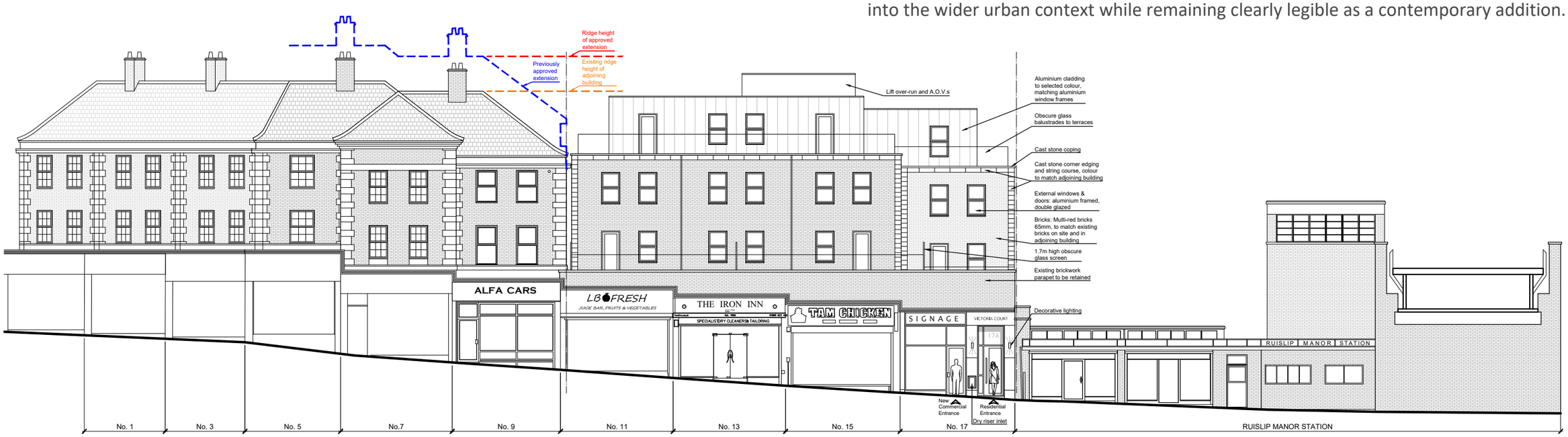

Figure 18: Proposed Front Elevation

5 Proposed Scheme - 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.

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 adjoining 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.

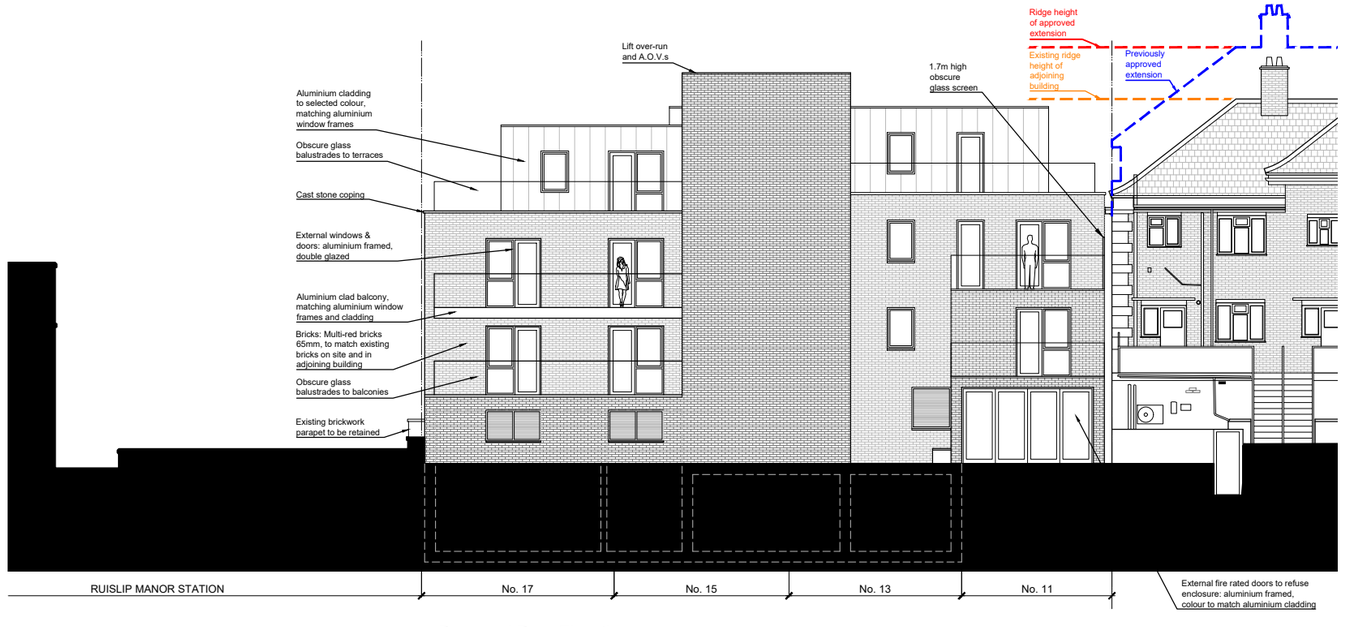

Figure 19: Proposed Rear Elevation

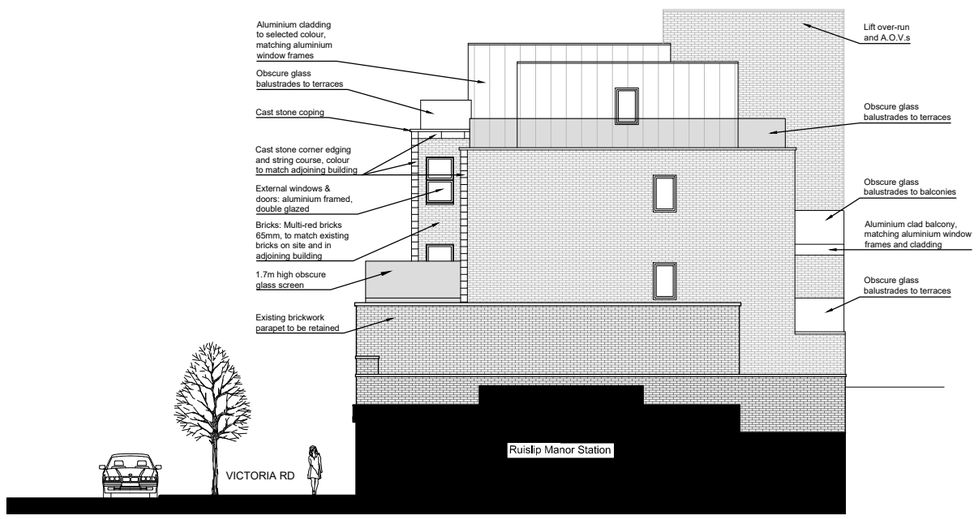

Figure 20: Proposed Side Elevation

5 Proposed Scheme - Sections

Proposed Sections

The proposed sections through Nos. 11 and 17 illustrate the series of recesses and step-backs incorporated into the massing of the development, demonstrating how the new volumes respond to the site's topography and surrounding contextual constraints. They clearly show the relationship between the front elevation facing Victoria Road, which provides access to the new residential units at a lower street level, and the rear of the site, where ground levels rise significantly and servicing is accommodated.

The sections also explain how the building is articulated across its height, with successive floors set back to varying degrees. This stepped form reduces the perceived bulk and visual impact of the development, enables the provision of private outdoor amenity spaces, and ensures a sensitive and respectful relationship with neighbouring properties.

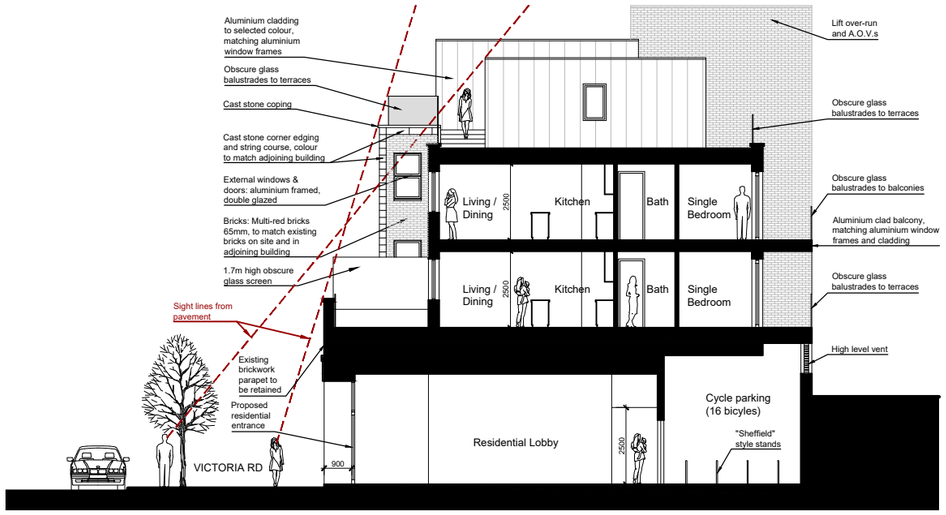

Figure 21: Proposed Section through No.11

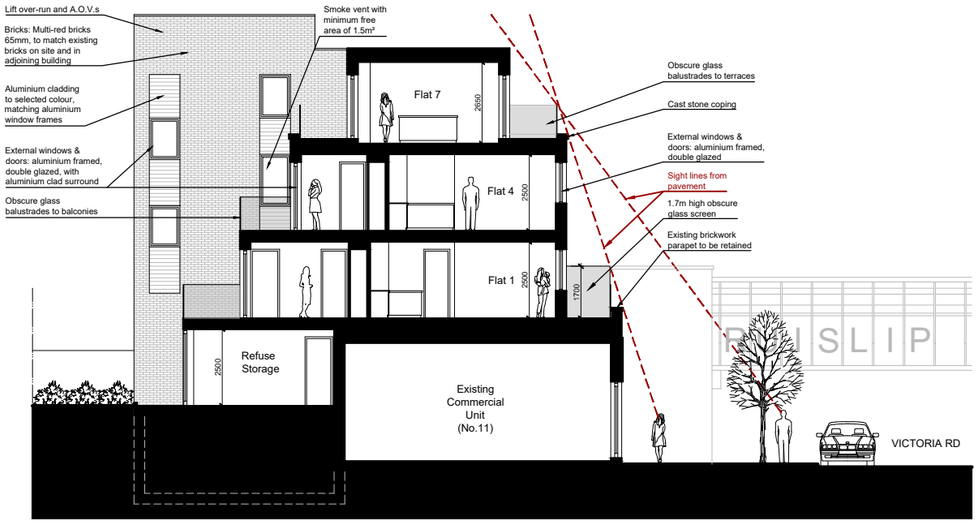

Figure 22: Proposed Section through No.17

5 Proposed Scheme - Living Standards

Housing Mix

The proposed development retains the previously approved residential mix, which was considered acceptable by the Council. It comprises seven 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.

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.

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.

The reduced window sizes retain good levels of daylight, as demonstrated in the submitted Daylight and Sunlight Report, while significantly reducing the risk of overheating and improving internal thermal comfort.

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. 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.

The proposed development generally exceeds the minimum private amenity space standards set out in the London Plan. However, the site's location within a dense urban environment imposes significant constraints, limiting the ability to fully achieve Hillingdon's more ambitious targets. Despite these limitations, the design optimises the provision of usable outdoor spaces through thoughtfully designed terraces, balconies, and recessed areas, ensuring that residents benefit from accessible, functional, and well-proportioned amenity areas that enhance the overall quality of accommodation.

A Daylight and Sunlight assessment has been submitted as part of this application, confirming full compliance with minimum standards.

5 Proposed Scheme - Access & Security | Fire Safety

Access & Security

The proposed access arrangement from Victoria Road to the new residential development represents a substantial improvement in security and safety for future occupants compared with the previous scheme, which relied on access from the rear yard. The new arrangement provides a clearly defined, well-lit, and secure route to the residential dwellings, supported by natural surveillance, thereby enhancing both safety and legibility.

This approach ensures that the scheme complies with the principles of Secured by Design, as set out in Policy D11 of the London Plan (2021), Policy DMHB 11 of the Hillingdon Local Plan: Part Two – Development Management Policies (2020), and the National Planning Policy Framework (2024), which require developments to integrate crime prevention measures through design to create safe, accessible, and secure environments.

In addition, a series of supplementary security measures have been introduced in the rear yard over recent months, including improved lighting, controlled access points, and the removal of obstructions. These enhancements not only support the safe use of the yard by the new residents but also improve the security and usability of the space for occupants of the Adjoining Block, providing mutual benefits and reinforcing the overall safety and functionality of the site.

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Fire Safety

The proposal has been designed to achieve the highest standards of fire safety, in line with Policy D5, Part B of the London Plan (2021), which states that developments should be designed to incorporate safe and dignified emergency evacuation for all building uses. The submitted Fire Statement demonstrates that fire safety considerations have been integrated into the design of the residential units from an early stage.

The top floor of the building exceeds 11 metres in height. Given this, a sprinkler system will be installed throughout the residential areas and the existing retail units, providing an additional layer of fire protection. The residential corridors are protected by natural smoke vents located in the sections of corridor linking to each stairwell, facilitating the safe movement of residents and smoke control in the event of a fire.

A lift is proposed to serve all residential floors, which will be designed and certified for use as an evacuation lift, providing safe egress for all residents in the event of an emergency. Each apartment will be fitted with a Category LD1 fire detection and alarm system, designed, installed, and commissioned in accordance with BS 5839 6:2019, ensuring comprehensive early warning throughout the residential units.

Finally, a dry rising main will be installed at the main entrance, visible and fully accessible from Victoria Road, to serve the new residential floors and support firefighting operations. Together, these measures demonstrate a robust, well-considered approach to fire safety, ensuring the protection of all occupants and compliance with national and London-wide fire safety policies.

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5 Proposed Scheme - Parking | Cycle Storage | Accessibility

Parking

The site has a Public Transport Accessibility Level (PTAL) of 4. In practice, however, the 'real-world' accessibility can be considered higher than the numerical rating suggests, due to the close proximity of the train station and the wide range of local bus services serving the area.

The proposed development is designed as a car-free scheme in accordance with the London Plan and provides no on-site car parking. In relation to the previous application, the Highway Authority confirmed that it raised no objection to the absence of on-plot parking.

Cycle Storage

To enhance the sustainability and encourage residents to utilise public transport, cycling, and walking, secure and sheltered cycle storage is provided at ground floor level. 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 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.

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.

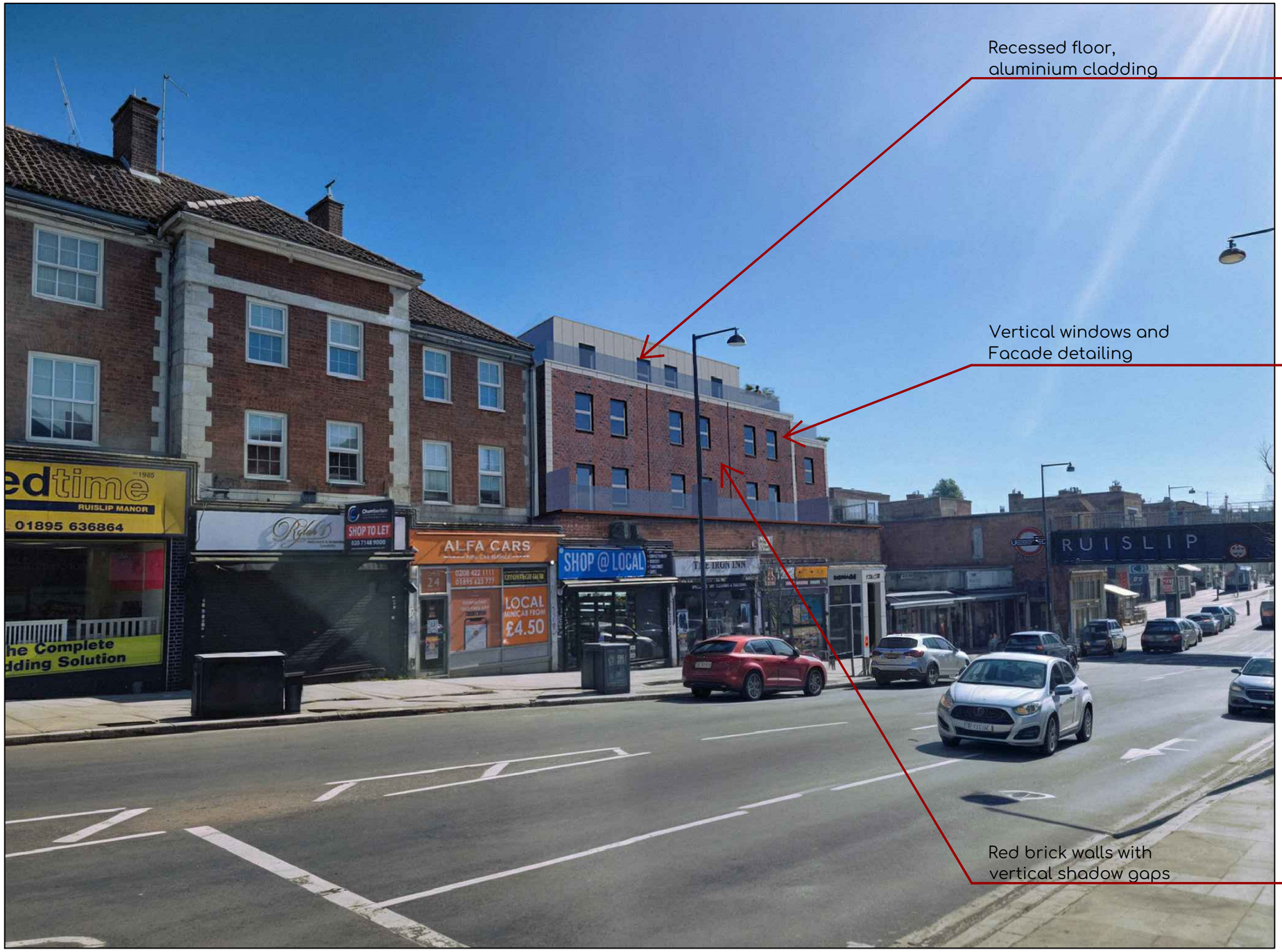
SuDS

The submitted Drainage Strategy Report prepared by Nimbus Engineering Consultants sets out the following measures to ensure compliance with the Sustainable Urban Drainage Systems (SuDS) management hierarchy:

- A substantial proportion of the flat roof is designed as a green (sedum) roof, providing source control for roof runoff.
- A wall-mounted rainwater harvesting tank is proposed to promote rainwater reuse.
- All proposed hardstanding areas incorporate porous surfacing, underlaid with a hydrocarbon-removing geotextile membrane.

As a result of these measures, the peak flow rate leaving the site is significantly reduced.

6 Proposed Materiality



6 Proposed Materiality