

# **PLANNING & DESIGN STATEMENT**

**NEYLAND COURT,  
11-17 PEMBROKE ROAD,  
RUISLIP, HA4 8NQ**



## **Introduction**

This planning statement has been prepared on behalf of our client Anslip UK Ltd for the proposed addition of 2 storeys along with front extensions and external alterations to allow for an additional 8x 1 bed flats.

## Site and Surroundings

The site comprises a detached three storey building located on the northern side of Pembroke Road, falling within Ruislip town centre designation on the Local Plan Map- albeit not within the primary or secondary shopping frontages. The Ruislip Village Conservation Area abuts the site to the west and the Midcroft Area of Special Local Character abuts the site to the north.

To the west of the site lies the predominately 4 storey rendered and brick building which makes up 20 residential flats, converted and extended office building known as Pembroke House. The main retail high street of Ruislip is adjacent to this which is characterized by ground floor retail units with residential accommodation above. To the rear of the retail parade many units have incorporated single and 2 storey extensions to accommodate increased retail floor space and ancillary accommodation.

The eastern boundary of the site is also the boundary of the Ruislip Village Conservation Area.

The site, whilst abutting the Conservation Area and the area of Special Local Character does not in itself have any specific local designation.

Along Pembroke Road, the site lies close to Ruislip Railway Station and is considered to be in a highly sustainable location.

## Existing Site

The application site has a depth of between 35.8m and 40.7m and a width of 27.1m and 36.4m giving a total area of 1103.4 sqm (0.11 hectares).

The existing building is a detached, 3 storey property which has a staggered frontage and features facing brick with a mansard roof and white uPVC windows. The building itself is set back some 6 metres from the highway frontage.

The existing building comprises a total of 12x 1 bed flats which are accessed via two separate central cores each servicing 6 flats. The building has communal amenity space located to the rear comprising a total of 174.2 sqm.

A vehicular access lies to the west of the main building providing shared access to the rear car parking area which presently accommodates 16 parking spaces, 6 of which are in/under existing garage/office blocks.

## The Proposal

It is proposed to remove the existing mansard roof, construct an additional two storeys along with front extensions and external alterations to create an additional 8 units.

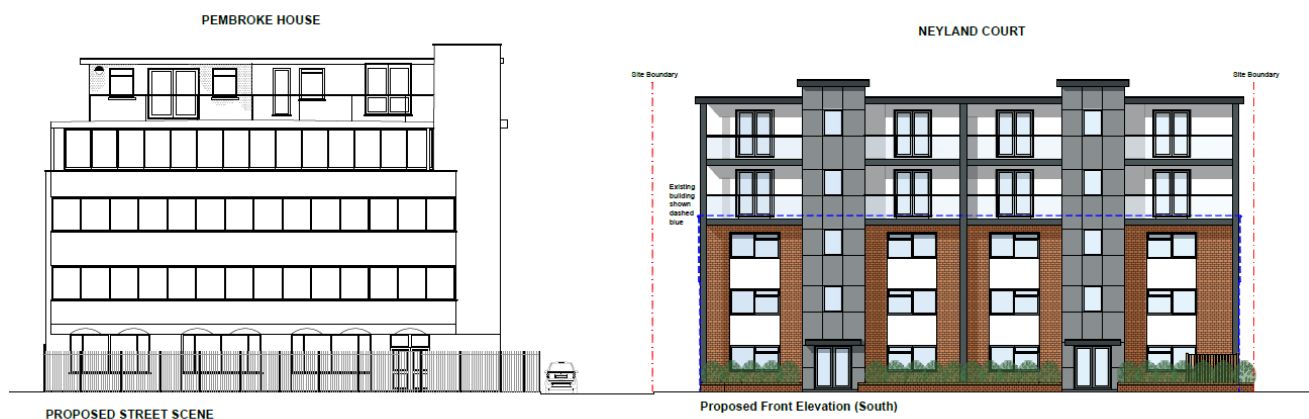
This form of development would ordinarily be able to apply for permission under Class A: New dwellinghouses on detached blocks of flats. However, given the proximity to RAF Northolt this site would not qualify for this type of application. Nevertheless, the development has still be designed with the requirements of Class A taken into consideration.

The proposed front extensions are to the two stairwell cores. It is proposed to bring these forward by 1.55m to create a focal point to the building and to allow for the construction of balconies for the proposed flats.

The balconies will be supported by a series of columns and will have a depth of 1.5m. Full height walls will be constructed between adjoining balconies to ensure that there is no overlooking or lack of privacy between balconies. No balconies are proposed to the rear in order to avoid any overlooking/ loss of privacy to neighbouring rear amenity spaces.

With the exception of the removal of the mansard roof, the existing flats are to remain as existing with bedrooms located to the front and kitchen/ living areas located to the rear.

The additional two storeys will increase the existing building height by 5.3m and it is proposed that the two stairwell cores will be 0.77m higher in order to add architectural interest to the property. These heights are considered wholly appropriate for the site and the proposed works result in a building that is approximately 1.5m lower than Pembroke House to the west.



The proposed flats will follow the same building line to the front as currently exists, but the internal layout has been redesigned so that bedrooms are located to the rear and kitchen/living areas located to the front. It is proposed that the additional two storeys project beyond part of the existing building line to the rear by 1.2m. Due to the staggered form of the existing building this will mean that no part of the proposed works to the rear projects past the maximum depth of the existing footprint. Similarly, to the balconies to the front, the proposed rear projection will be supported by a series of columns. It is proposed to keep the proposed third and fourth floor back in line with the existing building at the point closest to chalet bungalow to the east in order to avoid obstructing any 45-degree lines.

The proposed extension will comprise 8x 1 bed flats. The site is in an urban areas with a PTAL rating of 4 hence the suggested density range for such an area is 70-260u/ha and/or 200-700hr/ha. The proposal will increase the density of development marginally from 109 u/ha to 181.8 u/ha which still falls within the appropriate range. The addition of the extra units optimizes the housing potential of the site without harm to the character of the area or the amenities of the neighbouring properties.

All proposed flats will comply with minimum space standards both in terms of gross internal areas and room floor areas. Each flat will comprise open plan kitchen/living/ dining areas, bathroom, built in storage and 1 double bedroom along with a balcony allowing for private amenity space of between 6.2 sqm and 7.4 sqm.

As part of the development, it is intended to update the façade of the building. The proposed architectural style of the building takes precedence from Pembroke House and the removal of the mansard roof and updated façade creates an improved street scene which is considered to have a positive impact on the character of the area. It is proposed to respray existing uPVC windows in an anthracite grey and clad the two stairwell cores in Trespa grey panels or similar with the two additional floors being finished in an off-white render.

The existing communal amenity space of 174.2 sqm to the rear will largely remain unaltered with the exception of the proposed columns supporting the two new floors. This along with the addition of private amenity space for each existing and proposed flat is considered to be wholly appropriate for a development consisting of a total of 20 flats.

Access is to remain as existing via the shared vehicular access with Pembroke House located to the west. This leads to an existing rear car park with garage parking for 4 cars and parking spaces for a further 12. There is ample turning on site to ensure that all vehicles can enter and egress in a forward-facing gear. No additional parking spaces are proposed for the development. Recent developments have been consented as car free developments and there have been no changes in circumstance which would warrant a departure from maintain the car free status for this application.

It is proposed to construct a refuse store to the front of the site to allow easy access on refuse/recycling collection days. The enclosure will be well screened by planting. There is also ample space on site to provide cycle storage for the new dwellings in accordance with London's cycle parking standards.

## Conclusion

The proposed works to form 8 new flats complies with London Plan and Local Plan standards and guidelines. The development complies with space standards, cycle parking and bin storage facilities.

In terms of design, changes to the elevations are proposed which are deemed to improve the street scene and take precedence from neighbouring properties such as Pembroke House. The increase in building height is considered wholly appropriate for the site and the context of the area. As such no harm is caused to the adjacent Conservation Area.

The introduction of front facing balconies for the proposed flats is considered an improvement to the current layout and will provide residents with additional private amenity space.

The development has been carefully designed to ensure that there are no issues in regard to overlooking or lack of privacy to any neighbouring property.

For the reasons detailed in this document, it is believed that this proposal is in keeping and proportionate to both the application site and the context of the wider area. It is therefore believed that this application should be recommended for approval.



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