

THE BARN HOTEL RUISLIP, DESIGN & ACCESS STATEMENT



Design & Access Statement
The Barn Hotel
Hillingdon Council
December 2022
www.chasenewhomes.co.uk

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1.0 CHASE NEW HOMES

Chase New Homes is an independent house builder that has successfully been delivering new homes since 2005.

We have predominately focused on producing residential and mixed use projects within the county of Hertfordshire and North London.

Our approach aims to produce a portfolio of high quality projects which are considerate towards a resident's amenity, lifestyle requirements and also aims to consider the context in which each development is situated.

We seek to take inspiration from the areas within which we develop and, as an independent house builder, are not reliant on standard houses or apartments. Each proposal is carefully designed by our in-house architects to ensure it reflects the character of the area while creating its own identity.



1.1 DEVELOPMENTS BY CHASE NEW HOMES

Town centre regeneration, Lea Wharf Hertford

Lea Wharf is a mixed use scheme with shops and restaurants and 98 new homes above, within a wharf-style design that is entirely new build.

Chase took over the site after previous developers walked away, having gained permission for a modern scheme.

We pursued a very different architectural approach, traditional in nature to reflect the historic centre of the county town, the adjacent River Lee Navigation and the nearby brewery.

The site has been well received, with nearly 100% occupancy of the commercial units, strong off-plan sales and immense local support. It will reinvigorate the town with architecture that's an attraction in its own right.



1.1 DEVELOPMENTS BY CHASE NEW HOMES

Scholars, Broxbourne

Scholars is the site of a former school located within the Green Belt. The scheme necessitated a new secondary school to be built in order to allow demolition and residential re-development of the old school site.

Chase built a significantly improved new secondary school using off-site construction techniques, creating extra pupil capacity, state of the art sports facilities and a new community leisure hub.

The site's location within the New River Conservation Area provided inspiration for the apartments that sit on the front of the site, with Victorian pump-house aesthetics to create a novel building on this prominent frontage.

CGI



BUILDING PROGRESS



CGI



AS BUILT



The Excitement is Building

1.1 DEVELOPMENTS BY CHASE NEW HOMES

Refurbishment & extension One One Six, Cockfosters

One One Six Cockfosters is a project which has re-purposed a redundant disused 1960s office block, which was previously detracting from the area despite being a local landmark.

The provision of homes is combined with a refreshing new facade on all buildings to create a cohesive new residential campus.



The Excitement is Building

2.0 INTRODUCTION

In line with National Planning Policy Guidance, this Design and Access Statement shall:

- (a) explain the design principles and concepts that have been applied to the proposed development; and
- (b) demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

Paragraph: 031 Reference ID: 14-031-20140306

Revision date: 06 03 2014

A development's context refers to the particular characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and the Design and Access Statement should be tailored accordingly.

The Design and Access Statement is important in its role as a document that enables local planning authorities and other parties to understand the analysis that has informed the design of a development proposal and also see the evolution of the scheme as it has progressed through internal and external review.

Chase New Homes aims to develop a proposal with a high level of consideration towards its surrounding context and existing heritage in order to enhance the site and fulfil the site's potential.

The Barn Hotel in Ruislip consists of two Grade Two Listed buildings at the heart of the site, which have been consumed by modern buildings developed in a piecemeal fashion with no design consistency. The hotel is a dated unsustainable business due to other hotels in the area being able to offer a more competitive room rate.

The dated nature of the hotel and the un-planned fashion within which it has expanded has resulted in a hotel which is no longer suitable for modern users, and has simultaneously resulted in the loss of appreciation of the site's designated Heritage Assets.

The site sits on top of the town centre and adjacent to the transport interchange of the tube and bus stations. Both of these factors place the site firmly within the context of densification and making the best use of land for new homes, as required by policies, GG2, SD6, SD7, GG5, H1 and transport policies of the London Plan.

This study will follow national policy guidance and demonstrate the strong design ethos of the scheme.



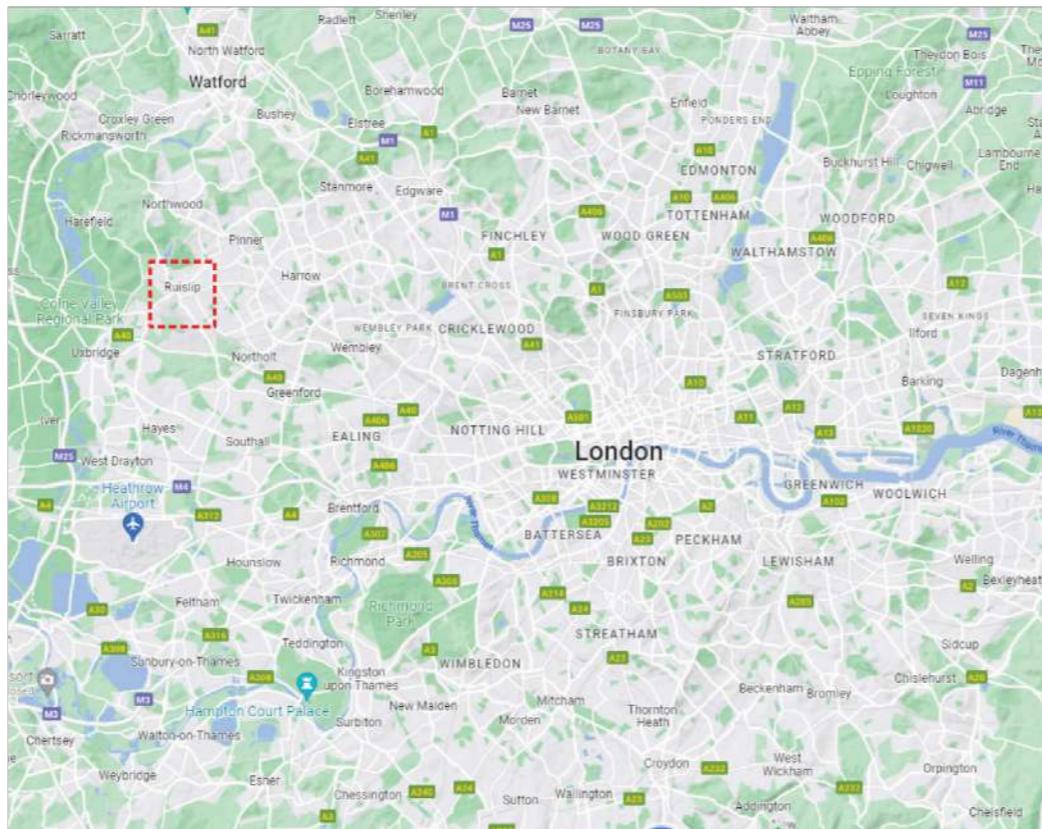
3.0 LOCATION

The site is located in Ruislip in west London within the unitary authority of Hillingdon. Directly to the north east is Ruislip train station which has access into central London via the Metropolitan and Piccadilly lines. Further west of the site and within walking distance is West Ruislip station which has overground access routes and also underground access via the Central line.

The area predominantly consists of residential dwellings, a retirement housing development opposite the site and commercial uses to the north.

The site is conveniently accessed via the A40 road which is situated to the south of the site. The A4180 or West End Road is the main road running adjacent to the site via the town centre. The site boundary is defined by a mixture of chain link fencing and a dense 4 metre evergreen hedge along West End Road. There is one point of entry to the site which is situated at the south west of the boundary.

There is a significant difference in levels with the site lower than the road of circa 5 metres, this is due to the road which bridges over the train line.



RUISLIP, GENERAL LOCATION



VIEW 1 WEST END ROAD



THE BARN HOTEL, WEST END ROAD, RUISLIP



VIEW 2 WEST END ROAD

3.0 LOCATION

Landmarks

- 1. Town Centre Boundary
- 2. Bank
- 3. High street
- 4. Supermarket
- 5. Ruislip train station
- 6. Ruislip Manor train station
- 7. Shenley Park
- 8. Ruislip Social Club
- 9. Grosvenor Vale football grounds
- 10. Masters Court, retirement housing
- 11. Scared Heart Catholic Primary School
- 12. Ruislip Rugby/Football Club
- 13. White House Nursery
- 14. West Ruislip station -
an 18 minute walk from the site



3.0 LOCATION

■ Site boundary

□ Listed buildings

■ 2 Storey

■ 3 Storey

■ 4 Storey

■ 5 Storey

■ 8 Storey



4.0 SITE ACCESS

- Site boundary
- Listed buildings
- Site access
- Ruislip station
- Piccadilly line
- Metropolitan line
- Main road
- Pedestrian access
- Town Centre Boundary



5.0 NATIONAL POLICY

The insertion of the word 'beautiful' into Paragraph 8 b) of the National Planning Policy Framework makes it clear that new homes need to be properly designed to support the social objectives of the planning system.

The National Design Guide is a robust tool that helps inform and understand how to make new homes as attractive as possible.

The long-standing, fundamental principles for good design are that it is: fit for purpose; durable; and brings delight.

The underlying purpose for design quality and the quality of new development at all scales is to create well-designed and well-built places that benefit people and communities. This includes people who use a place for various purposes such as:

- *to live, work, shop, for leisure and recreation, and to move around between these activities; and*
- *those who visit or pass through.*

It may draw its inspiration from the site, its surroundings or a wider context. It may also introduce new approaches to contrast with, or complement, its context.

A place is more complex and multi-faceted than a building

A well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels, including:

- *the layout (or masterplan);*
- *the form and scale of buildings;*
- *their appearance;*
- *landscape;*
- *materials; and*
- *their detailing.*

It is important that the context of the location shapes ideas for new development, as the understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location. If a development takes account of the specifics of the locality then this helps the community in being more likely to accept the new development, enhancing the sense of place and contributing to the cohesion of the area.

National Design Guide
Planning practice guidance for beautiful, enduring and successful places



5.0 NATIONAL POLICY

While the planning statement accompanying this application will consider and respond to specific local and national policies, the designations of the site and the wider area warrant mention here with regard to their influence upon the scheme.

The site is located within Ruislip, within the urban area and bordering to the high street.

It is extremely well-connected, adjacent to Ruislip tube station and the bus station, with easy vehicular links to the motorway.

For walking to local amenities, cycling and taking public transport, the site could not be better located.

The London Plan clearly directs major development to major service centres and transport interchanges.

Policy T1 seeks to make 80% of all trips in London by foot, cycle or public transport by 2041, and for all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes.

Policy T2 seeks for development proposals to deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

Hillingdon's own Local Plan seeks for sustainable forms of transport and reducing dependency on the private car. Therefore the Council's Local Plan is directing growth to locations that are near public transport interchanges, encouraging walking and cycling.

The National Planning Policy Framework further endorses the above.

'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

(NPPF Para. 105)

The Barn Hotel is without doubt one of the most sustainable locations in the urban area for residential development that would deliver the aims of the above policies, and it is clear that more efficient use of this site for the provision of new homes is supported by planning policy.

6.0 NEARBY DEVELOPMENT

Corinthian Court lies to the north of The Barn Hotel, in a sensitive location on an exposed corner with clear views of the Grade Two Listed Train station.

This "Metroland" inspired development uses an alternate layout of pitched and flat roof structures which vary from three to four storeys. The upper flat roof structures have been utilised to produce a terrace area for the penthouse flats. There are minimal areas for allocated parking and amenity spaces due to the sites tight boundary and location.

The materials used within the development include a mixture of red brick, white rendered finishes, glazed elements and metal balustrade for the balcony areas.



6.0 NEARBY DEVELOPMENT

The 4 - 8 storey developments surrounding the site are relatively modern developments but provide limited interest, having a neutral impact on the street scene at best.



①



① FOUR STOREY DWELLINGS



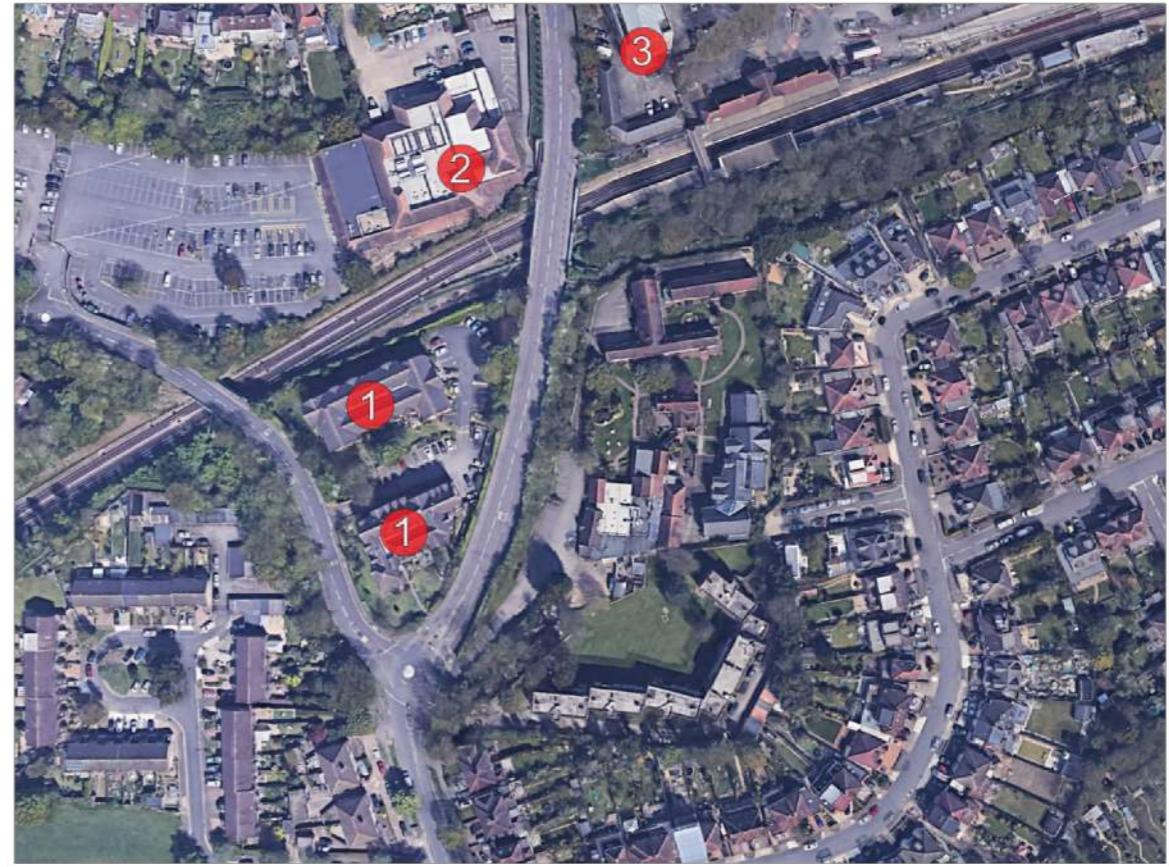
②

THREE STOREY RETAIL



③

EIGHT STOREY DWELLINGS



6.0 NEARBY DEVELOPMENT

The White Hart Public House on Ruislip Road in Northolt has a resolution to grant for re-development, including Listed Building Consent. It is a Grade II listed building on a prominent roundabout with relatively low rise buildings surrounding it.

It is only ten minutes from the application site within the boundary of Ealing Council.

The re-development allows for tall buildings up to 8-storeys in height, immediately adjacent to the Grade II listed building on a very constricted site with open views onto it.

There has been pre-application discussions with the Greater London Assembly (GLA) officers and while the site is not in a town centre, Opportunity Area or area designated for tall buildings, it was granted permission despite being 'significantly higher' than its immediate surroundings. The GLA's involvement demonstrates their favour toward tall buildings in suburban areas.

It is also clear that the principle of listed buildings juxtaposed with new tall buildings in close proximity is acceptable in the local area, in line with council and GLA policies.

The Barn Hotel also differs also from the White Hart site in that it is concealed from main public viewpoints and has greater scope for appropriate separation to frame the listed buildings. It also enjoys being at a lower level, so any new build development will appear materially smaller in public views onto the site and its locations is favoured by planning policy for densification. In spite of the better credentials of The Barn Hotel site, we are not proposing tall buildings.



7.0 DESIGN INSPIRATION

Ruislip is a town that experienced transformative change as a direct result of the construction of the Harrow to Uxbridge branch of the Metropolitan railway. Rapid urbanisation occurred over a thirty year period during 1910s-1930s.

The town therefore developed along with many suburbs that are now regarded as 'Metroland', which embraced the notion of garden city principles, with strongly defined high streets and surrounding roads with spacious housing.

Housing within the vicinity of the site has a mix of styles from this era while more recent development is of a denser, flatted nature with limited reflection of the locality's history.

Our scheme follows the requirement of planning policy to make better, more efficient use of land near to transport interchanges and next to the town centre.

In considering the locality and its growth due to the railway we sought inspiration from larger buildings of the time, where Neo-Georgian and Art Deco styles have clearly been successful in creating a strong identity. Ruislip High Street has good examples of both styles that have endured, despite recent intrusions such as in-sensitive shop fronts and modern windows.

We have used utilised these styles as inspiration for our proposals and evolved them into a contemporary scheme. The use of staggered levels, splayed corners and central core give a clear nod to Art Deco style, while glazing bars and elements of verticality are a nod to Neo-Georgian, which blend well together and create a style that is distinctive to our proposals.

RUISLIP HIGH STREET



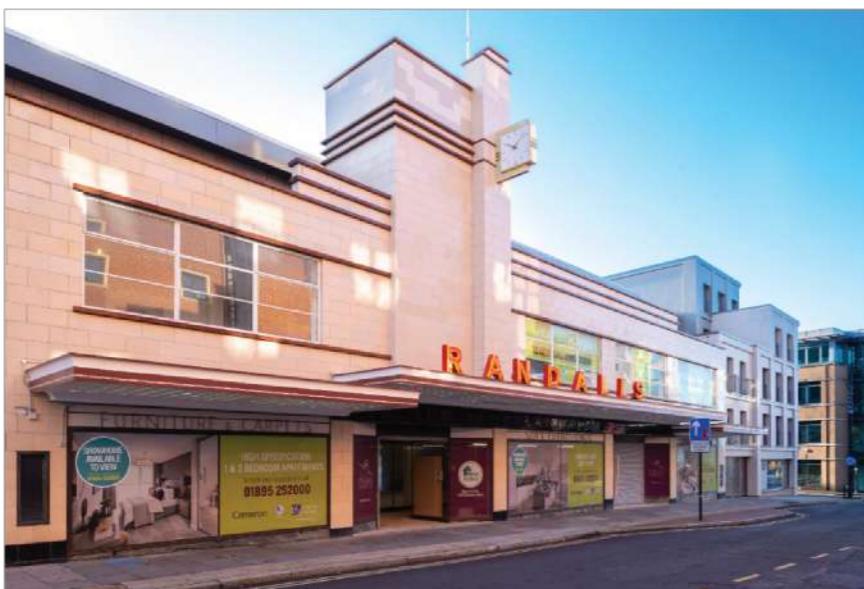
7.0 DESIGN INSPIRATION

We have to acknowledge the trade-off between the need to intensify the site in line with local and national planning policies, in particular London Plan policy D3 which seeks for higher density development to be promoted in locations well connected to jobs, services, infrastructure and amenities by public transport and walking. The site falls fully within this bracket, which when considered in conjunction with the severe housing deficit in London, needs to be sensitively re-developed with a meaningful quantum of development.

As such the need to identify larger buildings with strong, successful identities, which sit comfortably against smaller buildings, is required in order to inspire the development of this site.

It must also be acknowledged that there are no public views onto the listed buildings, which have also had their historic significance diminished by the unplanned expansion of the hotel.

SUCCESSFUL ART DECO BUILDINGS OF SCALE



UXBRIDGE, DEPARTMENT SHOP



BECKENHAM CINEMA



BROMLEY, CINEMA

8.0 EVOLUTION OF THE SCHEME

The early scheme incorporated 3 apartment blocks, which were later reduced to 2 in order to reduce the massing on site.

The initial elevations produced incorporated a more modern aesthetic. Although this design was possibly acceptable, it lacked reference to history of the site and required refinement.



8.0 EVOLUTION OF THE SCHEME

The consideration towards local architecture of the area and the history of the site has helped shape the design of this scheme, some of which include:

- A wider central recessed area at the entrance of building 2
- Cladding substituted with a contrasting brick to create better durability
- Chamfered edges introduced to corners softening the appearance against the listed buildings and further reference the Art Deco-inspired style
- Window spacing and arrangement altered to provide a better rhythm around the buildings
- Black contrasting bands added to reference the black painted timber of the Tudor buildings

We tested these changes using computer generated images.



EARLY ITERATIONS

8.0 EVOLUTION OF THE SCHEME

CGIs displaying material design options.



OPTION 1

Simplified brick elements paired with the contrasting cladding of the upper levels creates variety and brings further depth to the design.

The introduction of glazing bars further references both Art Deco and Neo-Georgian.



OPTION 2

White brick was then used on the upper level of the building. The CGI demonstrates how the lighter material creates a much more neutral pair of buildings.

8.0 EVOLUTION OF THE SCHEME

OPTION 1 - ELEVATIONS

BUILDING 1



BUILDING 2



8.0 EVOLUTION OF THE SCHEME

OPTION 2 - ELEVATIONS



9.0 PROPOSED SITE PLAN

TOTAL- 96 Homes

Attractive pedestrian access to town

Newly landscaped area to the front listed buildings creates an attractive and appropriate setting which enhances the historic assets of the site

Additional planting around entrance to enhance sense of arrival

Art Deco gate house retained



Landscaping buffer between buildings and the railway

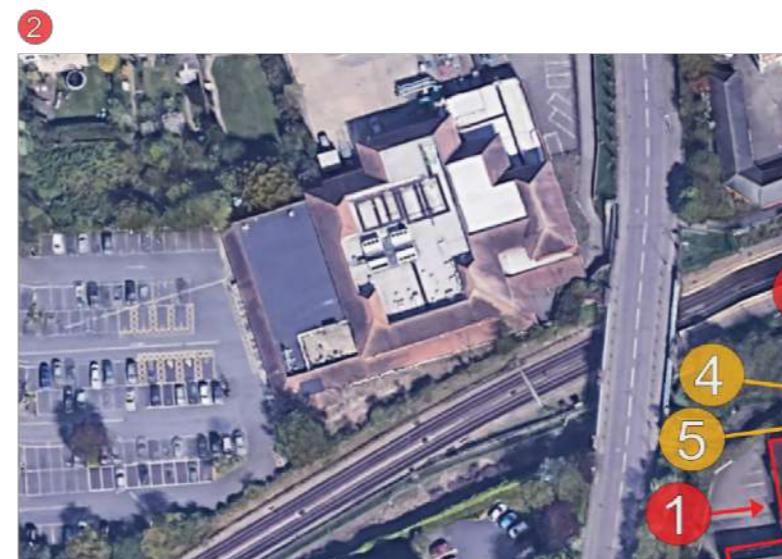
Stepped nature of building ensures appropriate relationship with properties in Eversley Crescent

Removal of existing buildings and replacement with houses near Eversley Crescent presents an improvement upon the existing situation on site.

10.0 SITE PHOTOS

Building 1

Building 2



10.0 SITE PHOTOS

- Building 3
- Listed building 4



1



2



3



4



5



10.0 SITE PHOTOS

— Listed building 5

— The Lodge



1



2



3



4



5



6



11.0 CONCLUSION

Our proposals have taken into account the need to balance the historic assets on the site, the poor and unsustainable business of the existing hotel use and the policy requirements to densify in locations well-served by public transport and amenities.

The site is undoubtedly well-located for local services adjacent to one of the most sustainable settlements where a greater level of development should take place.

The site is also very well concealed from public viewpoints and at a lower level to West End Road. New development will appear more discrete as a result of the site's specific characteristics.

The site's listed heritage assets have been consumed and severely compromised by more recent additions. They cannot be perceived in the public realm and can barely be perceived within the site itself.

All of the above clearly indicates that the site can and should be re-developed to facilitate the provision of new homes while exposing and improving the setting of the heritage assets.

The site's lower level, flanked by West End Road and the railway ensure that additional height can sensibly be accommodated.

However, additional densification needs to be sensible and take into account the heritage assets.

This is why limited height is proposed on the site, which will only appear as three storeys from West End Road and with limited impact on Eversley Crescent due to the separation and the stepped nature of the apartment blocks. The provision of houses near to the Eversley Crescent boundary also actually improves the built relationship with these properties when compared with the existing situation.

The proposal presented has therefore been fully considered against policy and the site's characteristics, and the scheme produced provides a modern attractive development which clearly references the historic vernacular of the locality.

It is respectfully requested that the planning application is looked upon favourably and the provision of much-needed new homes adjacent to the town centre can be created.