



Design & Access Statement Scheme A

For a proposed development at
Star Public House
Hillingdon
London UB10 0LZ

prepared by **Chassay Studio Ltd**, architects

for Crossier Properties Ltd

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INTRODUCTION

Crossier Properties Ltd has appointed Chassay Studio to design a residential development (with commercial space at ground floor) on the junction of Malborough Parade and Star Road in Hillingdon, Middlesex. The site was formally occupied by a public house known as The Star, which has subsequently been demolished.

Crossier Properties have worked with Chassay Studio on residential developments over a great many years and appreciate the value of sensitive designs that respect the local environs whilst introducing innovative ideas and exciting solutions.

Sustainable buildings of lasting appearance is fundamental to all the projects

This statement has been written to explain the thought process underpinning the design concept and our response to the planning issues that have been highlighted in the previous planning applications and subsequent refusals.

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BACKGROUND

A planning application was submitted in September 2014 for containing 18 residential units and a retail unit with basement parking which was dismissed at appeal in October 2015 following a refusal of planning in December 2014

The Initial Chassay Studio scheme was presented to the case officer on May 10 2019
The response was generally positive. They felt that the massing was about right relative to Uxbridge Road on one side and the suburban streets on the other.
However the three houses were deficient in amenity space.

A second pre-application containing amendment requested was made in August 2019 It included two instead of three houses with bigger gardens.

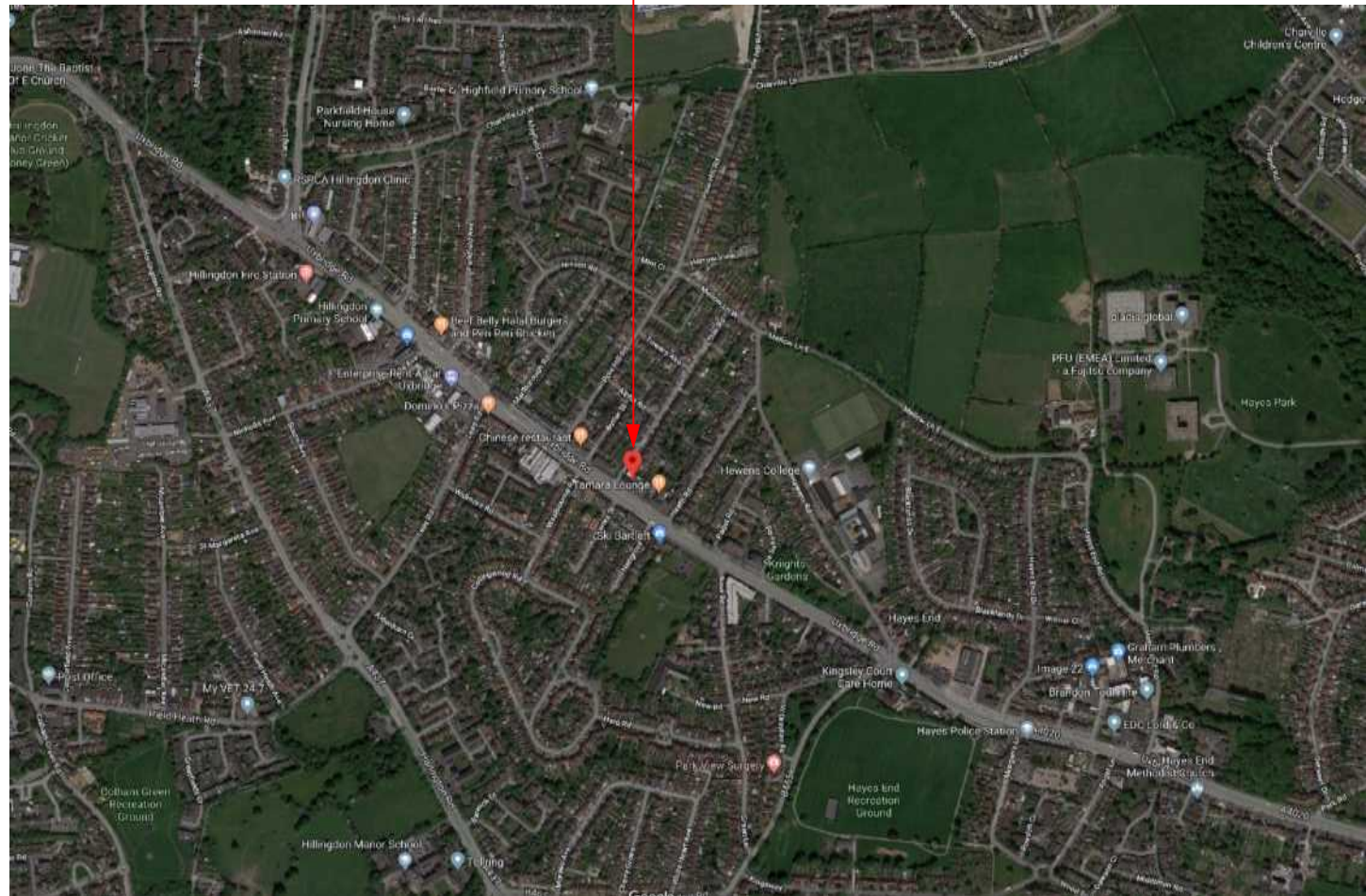
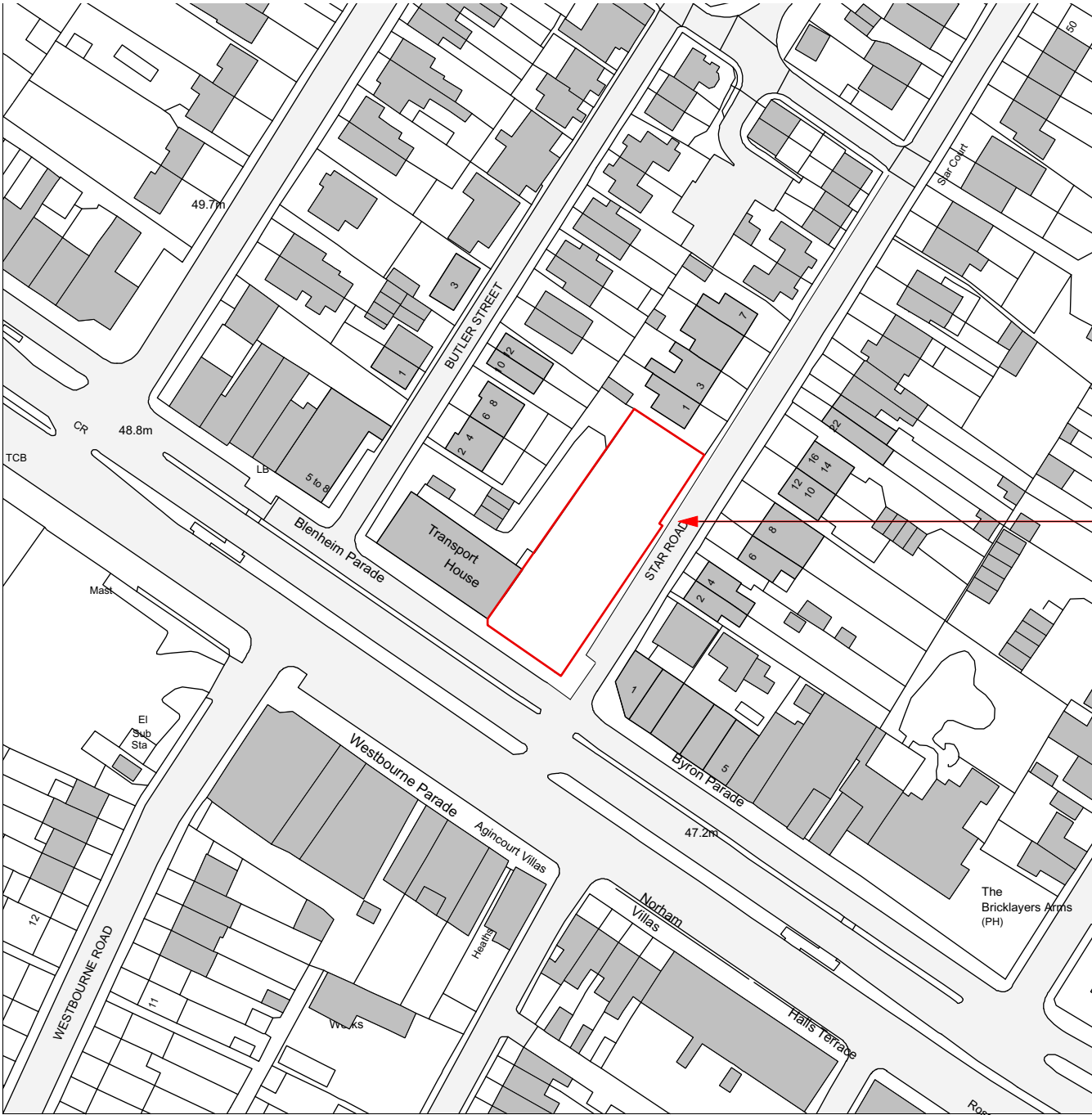
The the formal response recommended further amendments including the reduction of the front building from five floors to four. Despite the earlier indication that the higher building was of appropriate scale.

The scheme was further amended and presented to the planning officers on 21 October and was generally approved.

The architects expressed disappointment that the front building was lower. Both the architecture and urban composition are diminished
Further more the future urban renewal will be compromised by restricting the height of buildings along such a large scale urban highway

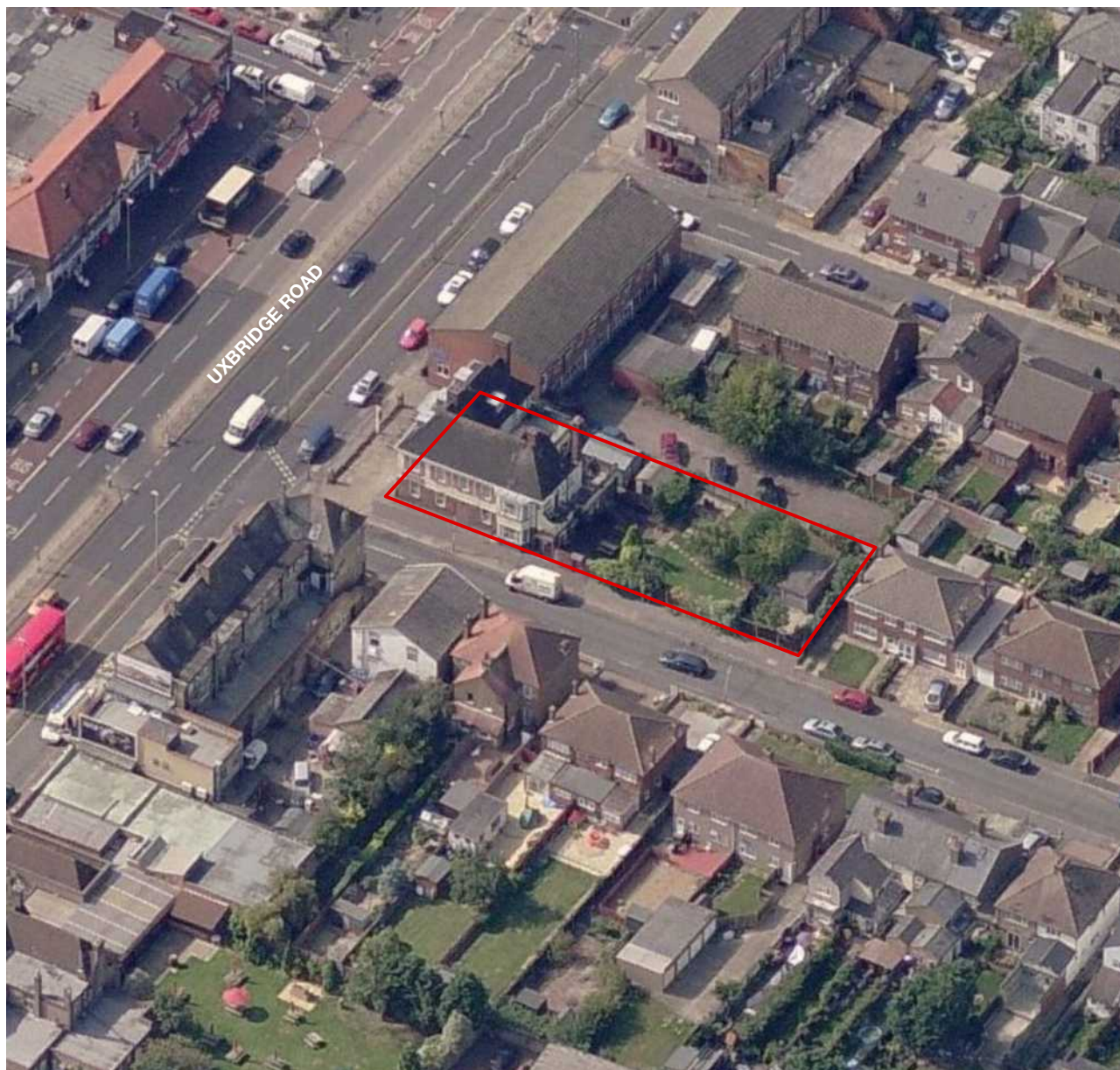
It was agreed to make two planning applications
Scheme A 12 homes (this one)
Scheme B 16 homes

The site lies in the London Borough of Hillingdon at the corner of The Uxbridge Road and Star road.



1 OS Map
Scale: 1:1250

The application site is a corner plot previously occupied by The Star Public House. This building, together with a number of ancillary buildings has now been demolished, leaving the site derelict and boarded. The site is located on the northern site of Uxbridge Road, Hillingdon, set back from this main road on a slip road known as Marlborough Parade. Marlborough Parade is a one way vehicular route, which runs parallel to Uxbridge Road. This road provides a number of on-street parking spaces. There are no trees within the curtilage of the site and is not located within a conservation area or indeed adjacent to any listed buildings. The dual carriageway known as Uxbridge Road forms a major vehicular route connecting Uxbridge to the north-west and Southall to the south-east. The immediate frontage to this road is largely commercial in nature, with residential dwellings behind. In terms of access, there is a no entry sign preventing vehicular access to Star Road directly off Uxbridge Road. Residents and visitors of the proposed scheme would need to enter the site via Star Road from a north to south direction.



SITE APPRAISAL

Building Heights

The properties fronting Uxbridge Road range from 2 to 3 storey's in height, with corner plots being up to 4 storey's. Ground floor retail parades with residential over.

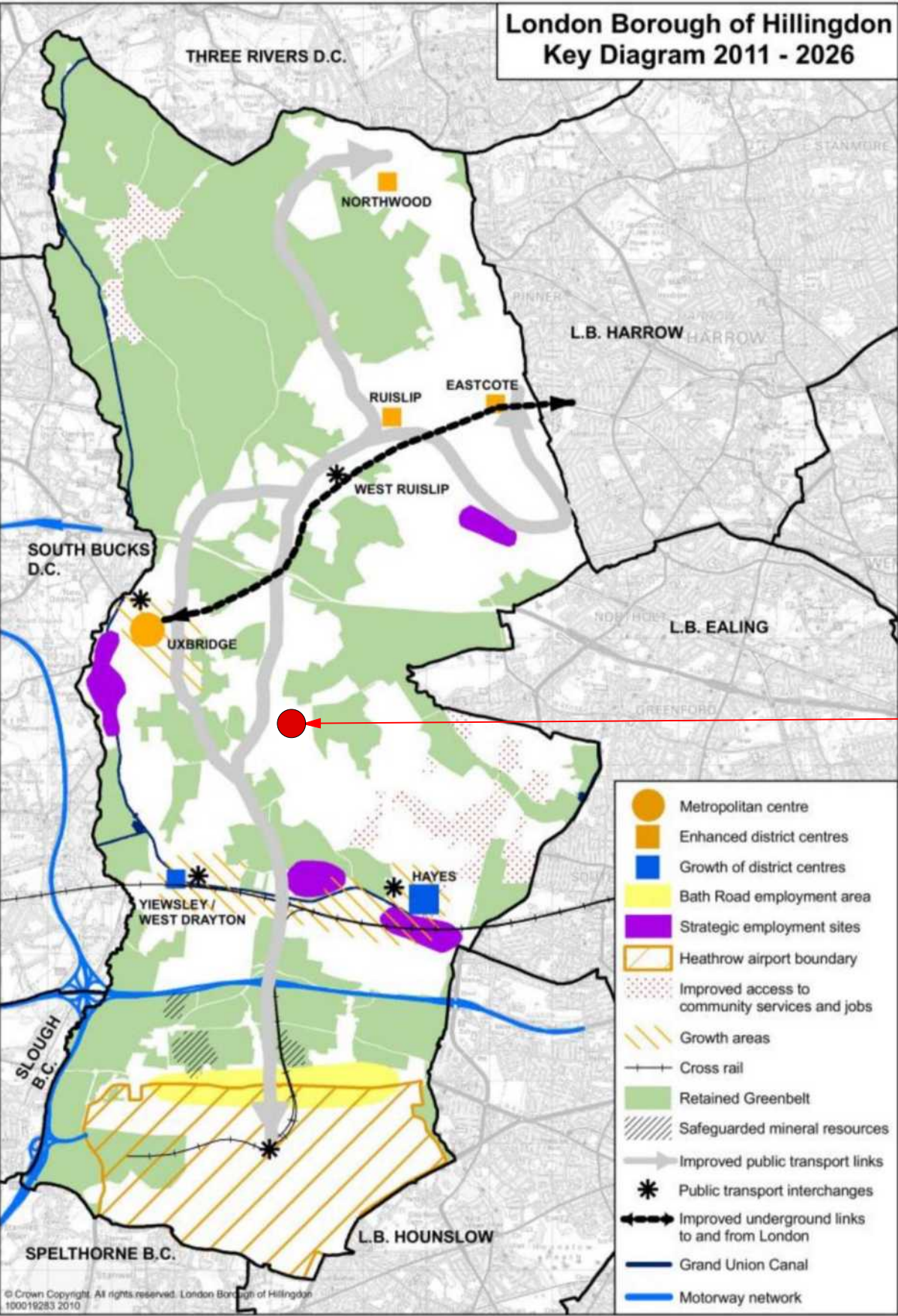
The i building adjacent on Uxbridge road , known as Transport House, is 2 storeys with a pitched roof. The corner building adjacent to the application site, also on the junction of Star Road and Malborough Parade is a 3 storey building with a pitched roof. Further along Malborough Parade, at the junction of Pole Hill Road is a modern development of residential apartments with commercial use at the ground floor. This corner building is 4 storeys with a flat roof. This building steps down to 3 storeys as it nears the residential properties along Pole Hill Road. Based on this appraisal of building heights in the immediate local area, it is considered this corner plot would similarly support a building of 4 to 5 storeys.

Typology

As previously mentioned, the majority of buildings fronting Malborough Parade and Uxbridge Road are commercial in nature, which is consistent with this urban built environment. Behind the commercial properties, the building typology is generally residential. Many of the commercial properties would appear to accommodate residential flats above. The commercial properties are varied, with a mix of retail, office, industrial and food outlets. Star Road includes a mix of non-residential buildings towards the junction with Malborough Parade / Uxbridge road, with buildings located close to the public footpath and then the more established residential mix of houses deeper into the road, with a mix of gardens and off road parking. These residential properties are largely 2 storeys with pitched roofs.

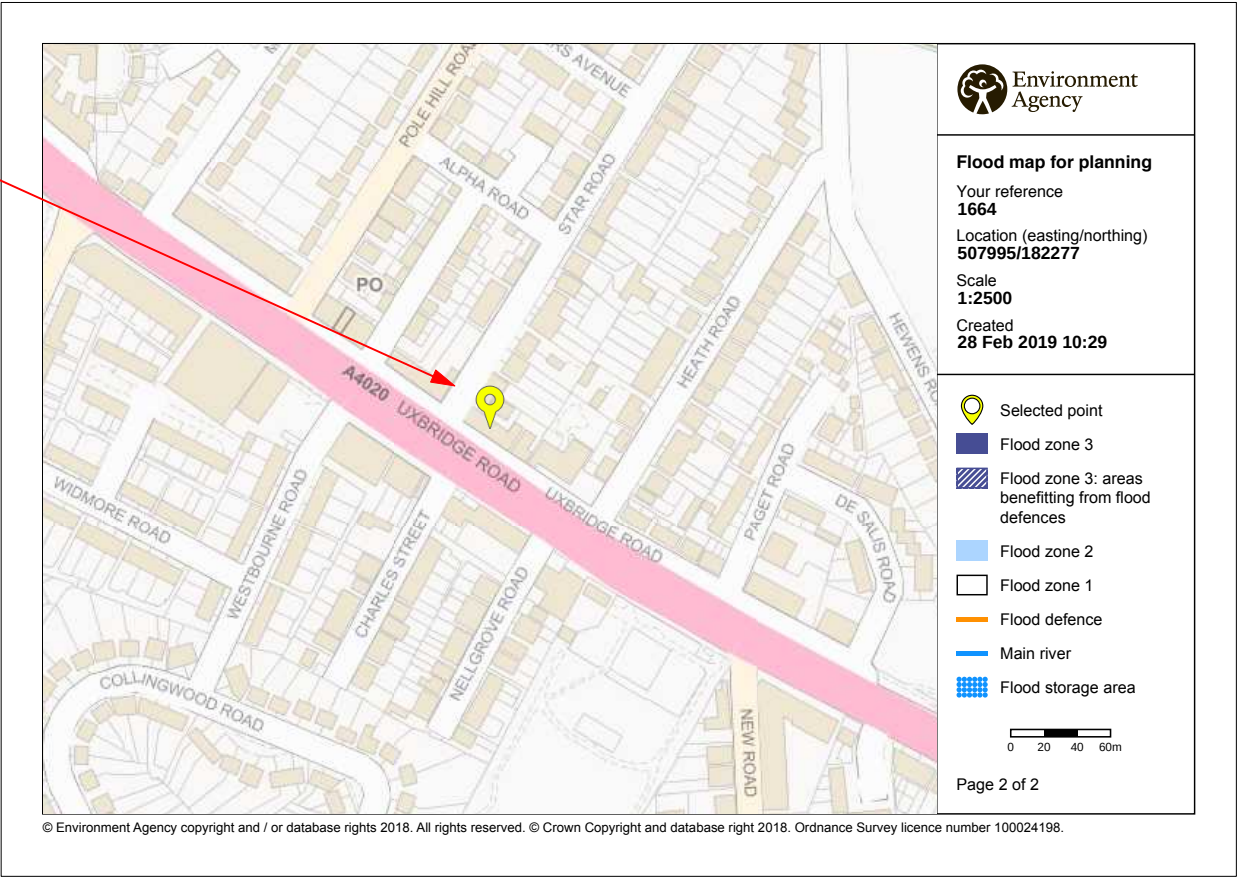
Transport

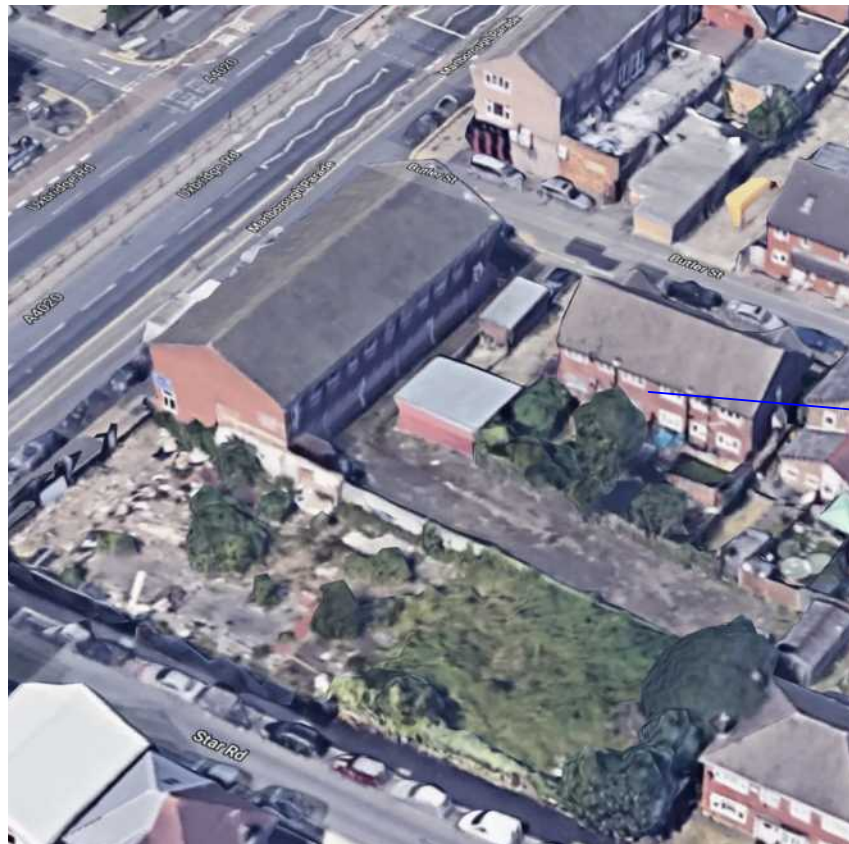
Whilst the site is considered to have excellent public transportation links, it has been designated with a public transport accessibility level (PTAL) of 2. In accordance with the Hillingdon Unitary Development Plan, a maximum parking standard of 1.5 spaces per unit has been established. The site is within close proximity of public transport routes, including a number of bus stops within 250m of the site. The nearest train stations are located in Uxbridge (approximately 2 miles to the north) and Southall (approximately 3.5m to the south east). The previous planning application provided basement car parking, which was accessed via a car lift. This was deemed an inappropriate approach to dealing with on-site parking due to potential conflicts with residents attempting to use the car lift at the same time, particularly during peak times. The planning officer and planning inspectorate commentated on this design proposal as inadequate. The car lift also raised concerns as to its operation in terms of noise and impact of neighbouring properties. The previous planning application provided 11 No. parking spaces for 17 No. apartments, this equates to a ratio of 0.6 parking spaces per apartment. As this was not considered as a reason for refusal, we would assume ratio is considered acceptable. Notwithstanding this, the brief for this scheme is to maximise on-site parking and our proposal will seek to improve the provision



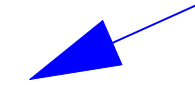
Flood risk map shows site to be in flood zone 1

THE SITE

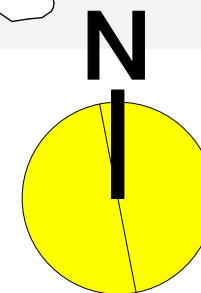




Residential windows facing the site



COMMERCIAL





An application was made on 6 October 2016 for by Burke Rickhards Architects 11 flats, 2 houses and a commercial unit with parking for 13 cars It was refused on 5 January 2017.

Reasons:

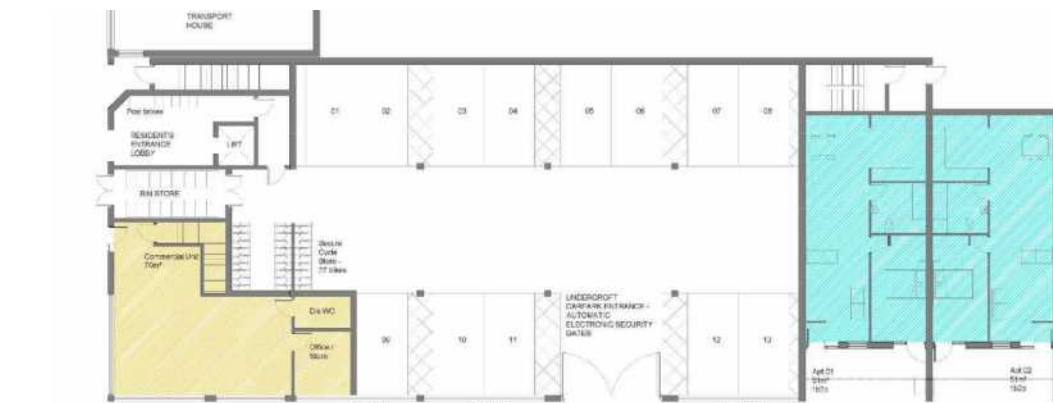
1. The proposed development, by reason of its overall scale, site coverage, design and layout, ...would result in a cramped, unduly intrusive, visually prominent and inappropriate form of development, out of keeping with the character and appearance of the surrounding area.
2. insufficient amenity
3. Single aspect flats
4. No affordable.

An appeal was refused on 29 August 2018
Principal reasons for refusal:

1. Scale and massing. *For much of the development adjoining Star Road, the building would be three to four stories in height. Combined with the building' length, the development would ras one large building. The elevation to Star Road has been desgnto help break down the bulk and mass of the building as has the design of the fourth floor to create a degree of subservience at this level. Nonetheless, these design features do not reduce the bulk and mass of the building sufficiently for it to harmonize with the more domestically scaled properties on Star Road. As a result the building would appear overly dominant and incongruous within the street and would therefore be harmful to the pleasant and domestically scaled character of Star Road.*

The appeal site is at a point of transition between the more commercial and urban character of Marlborough Parade [on Uxbridge Road] and the domestically scaled and suburban character of Star Road and Butler Street.

2. Overlooking.
*The distance between the development and the rear gardens of the properties in Butler Street would be less than the 15 metres
The development would ovrlook the first floor windows of the properties 15M accross the street at 2-4 Star Road.*



GROUND



FIRST



SECOND



THIRD



FIRST FLOOR LEVEL PLAN



GROUND LEVEL PLAN

The previous application consisted of a single building across the length of the site. This was considered to monolithic and out of scale with the houses on Star Road.

We propose two separate buildings:

- A
Flats at the corner of Uxbridge Road with a ground floor commercial unit.
- B
Houses Star Road

Between the two is a parking garage at ground level with a shared garden above, accessed from the flats.

Parking for each residential home was provided.

The scheme was presented to the planning officers at LB Hillingdon on 10 May 2019

The general arrangement was considered acceptable in terms of scale and massing.

Many of the buildings on The Uxbridge Road are due for redevelopment. The proposal is higher than the existing neighbors but is appropriate to the scale of this urban thoroughfare. Permission for buildings of a suitable scale will encourage much needed renewal.

Notes from meeting at LB Hillingdon on 10 May

Present:
Zenab Haji-Ismail - Case Officer
Mark Pender - Planning Consultant
Thomas Dine - Architect
The planners were generally very positive about the scheme.
They felt that the massing was about right.
The did not question density or the number of units.
The houses they felt were deficient in amenity space, even though we pointed out that they have London Standard private space plus access to the shared garden. The scheme will go to committee and the officer felt that members would have a problem with the private garden area. Policy requires 40 - 60 sq.m private amenity.
ZH felt that 2 houses would allow them to be designed to have adequate private amenity while still respecting the distance from neighbours.
ZH appreciated that the houses maintain the building line.
The ground floor flat has defensible space which is good - this should have black metal railings & hedging to separate from the pavement and thought given to privacy.
The officers are keen to see good design on Uxbridge Road, and liked the way the proposal marks the corner to Star Road. ZH asked if the corner could be softened or marked in some way to create a waymark at this location.
The presence of the parking / garden structure along Star Road should perhaps softened.
ZH also has concerns over the appearance rear & side elevations of the flats which don't face onto streets; these should be designed so that they don't appear massive and blank.
Details will be required for the raised garden, including soil depths, planting plans, species proposed, etc.

Following the meeting of 10 May the officers advice was followed on all matters including making two houses instead of three.
The scheme was resubmitted on as version 10 on 20 June



Aerial view from southeast



View from southeast

ELEVATION ALONG UXBRIDGE ROAD

ELEVATION ALONG STAR ROAD



Uxbridge Road
The frontages are mainly two and three storeys.
It is a wide road suitable for buildings of a larger scale. Many of the buildings are due for re-development and the process would be encouraged if precedent is established.

Subsequent to the June submission the officers revised their view on scale and massing of the proposal.
The flattened block should be limited to 4 stories (3 storeys with set back 4th).
The houses to have a more domestic form in scale with the suburban street.



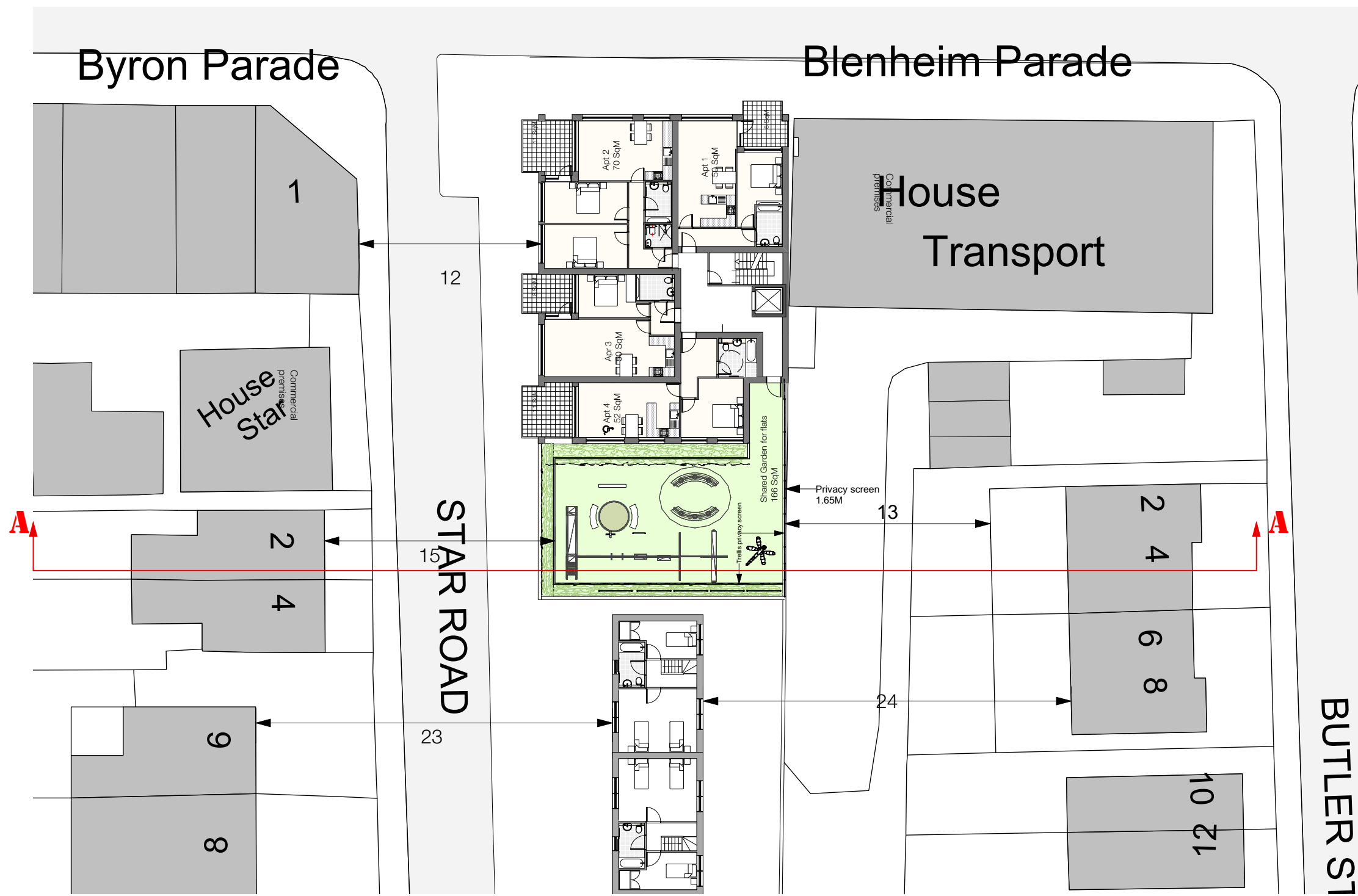
ELEVATION ALONG UXBRIDGE ROAD

Star Road
The scale steps up towards Uxbridge Road. From suburbs of two storey houses to low three storey houses to four storey block with fifth set back.



ELEVATION ALONG STAR ROAD





FIRST FLOOR LEVEL PLAN



A-A SECTION

Areas of potential overlooking:

Byron Parade

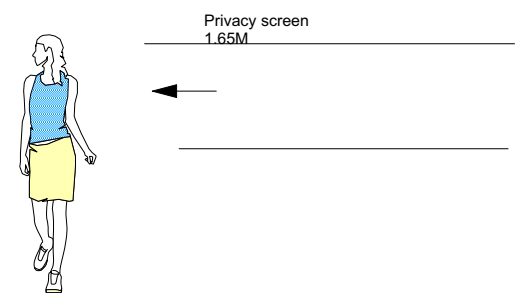
Possible residential flats above Byron Parade (Corner of Star Rd and Uxbridge Rd.) 11.9M The previous pub building with residential over was in the same position as proposed flatted development.

2-8 Butler Street

Privacy trellis will prevent overlooking the gardens from the communal garden at first floor level.

2-4 Star Road

Planting strip to shield communal garden from the windows of the two houses across the road.

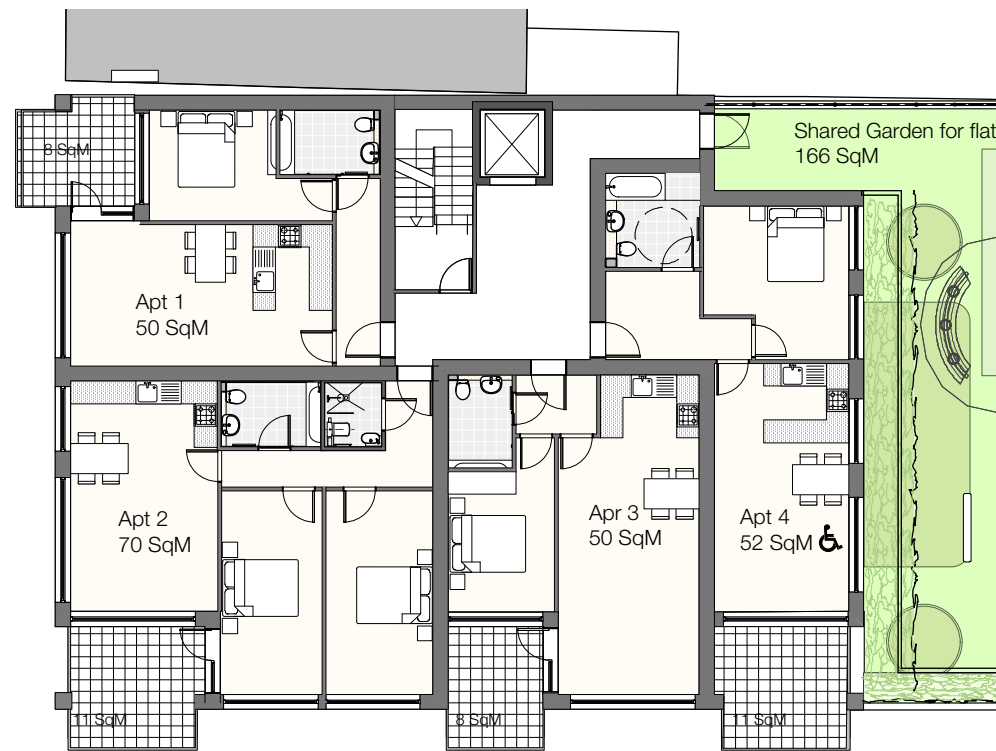


All 10 apartments conform to the areas proscribed in the London Plan and are designs to lifetime home standards. All have large balconies. There is direct access to the shared garden at first floor level.

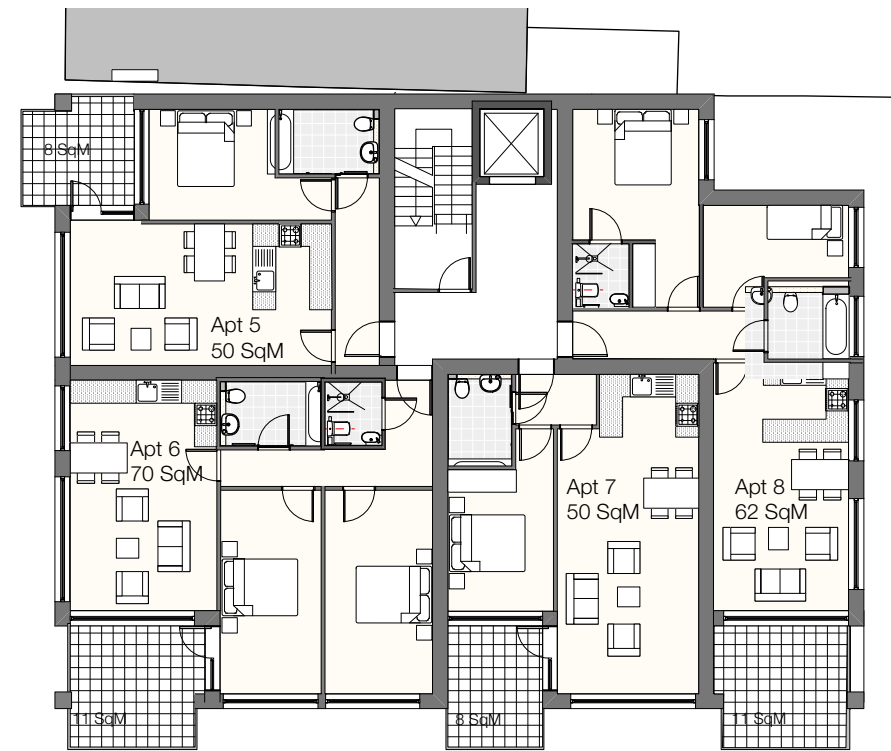
The main entrance is on Uxbridge Road with a recessed porch. The lobby is clearly visible from the street through its glazed end. The bin store door will be disguised within a vertically boarded wall.

A ground floor flat suitable for wheelchair users has its own entrance. It is set back from the pavement with a strip of planting.

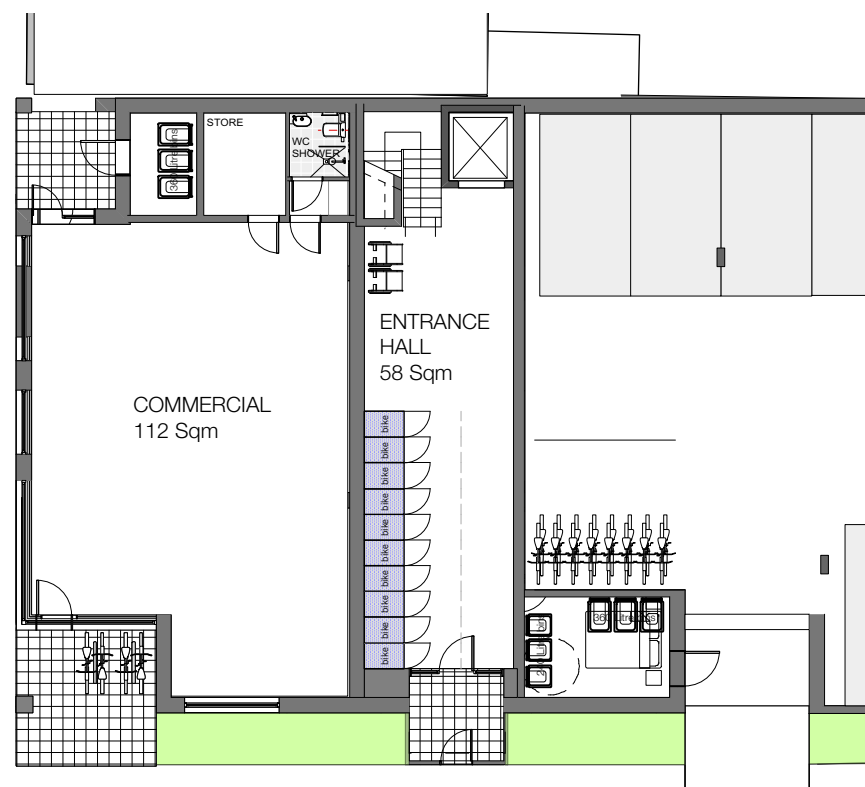
The shop is also entered through a recessed porch with space for prams for short term cycle parking.



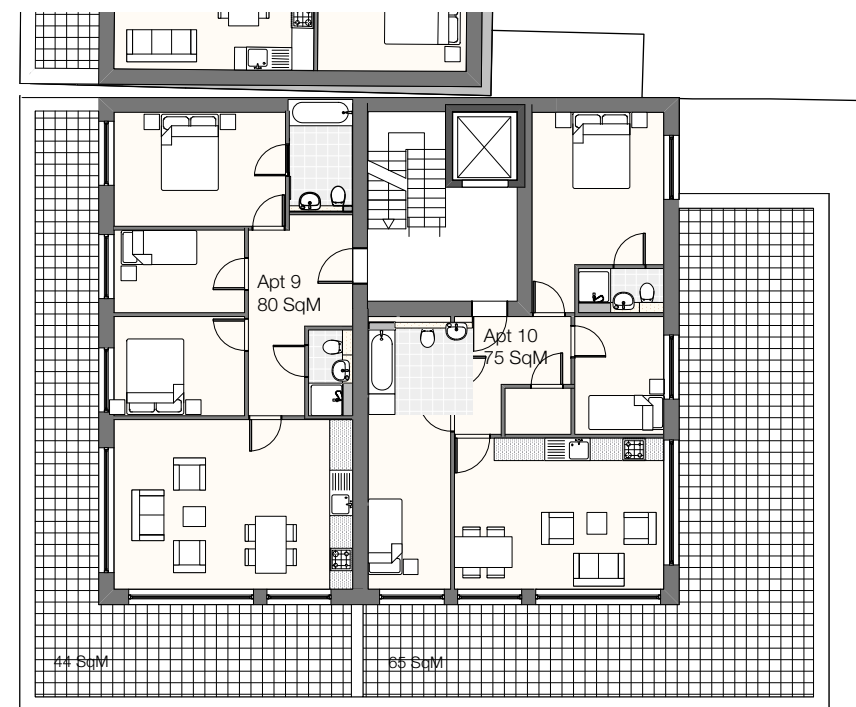
FIRST FLOOR



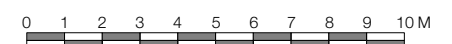
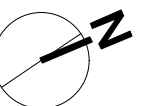
SECOND FLOOR



GROUND FLOOR



THIRD FLOOR



Block B Plans

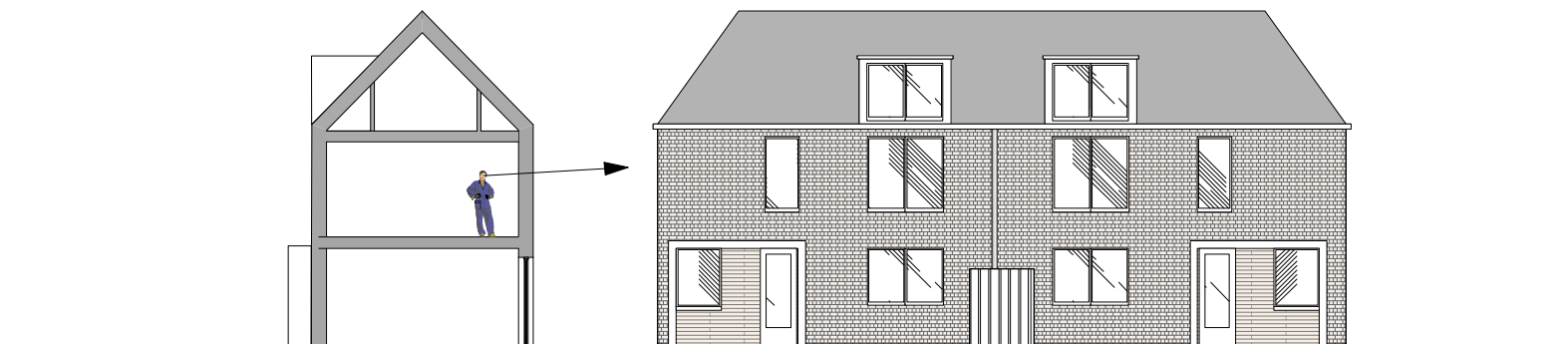
The two houses are arranged on three floors.

The second floor uses the roof space with dormer window on street side.

They are 115 SqM and to lifetime home standards.

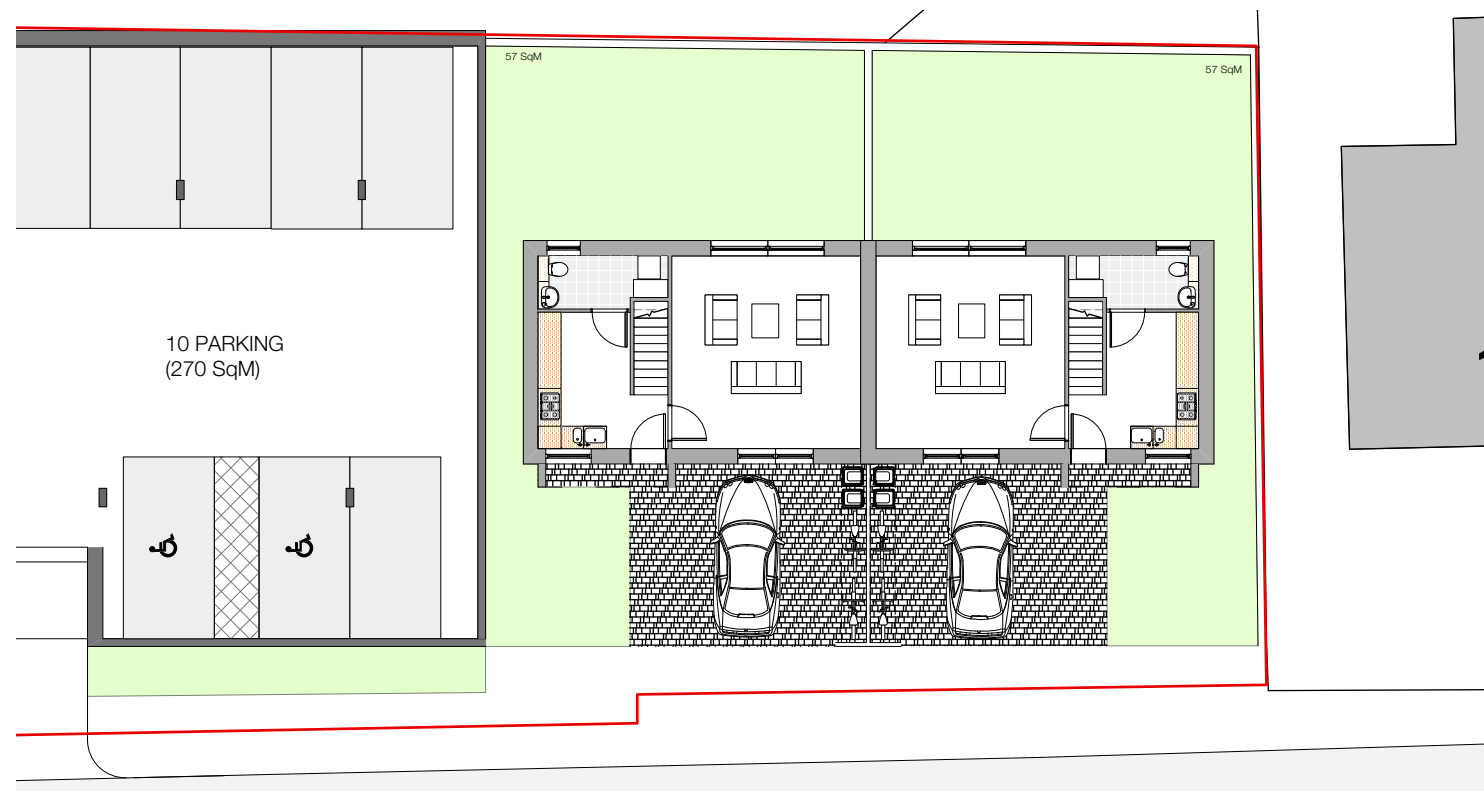
They are 1.5M forward of the building line of the other houses in the street allowing for parking one car on the front drive.

The 57 SqM gardens wrap around the houses.

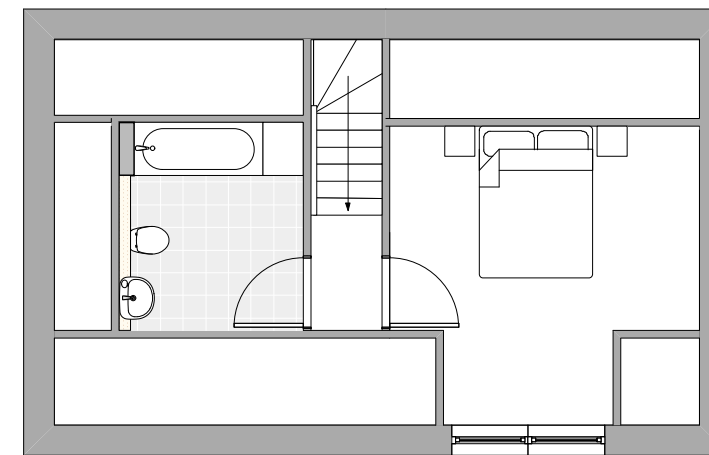


CROSS SECTION

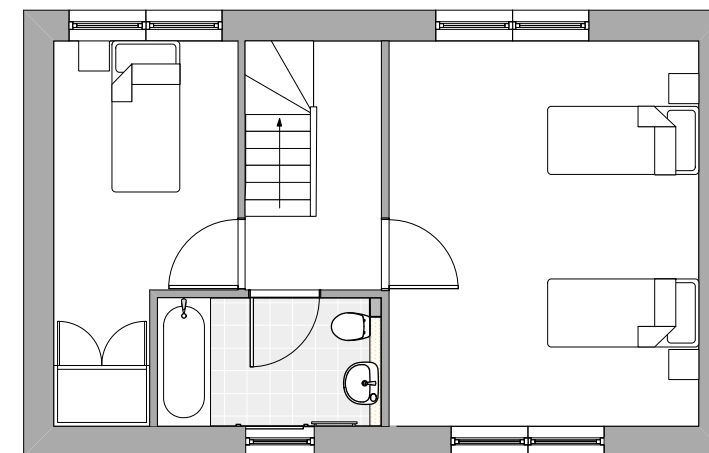
WEST ELEVATION



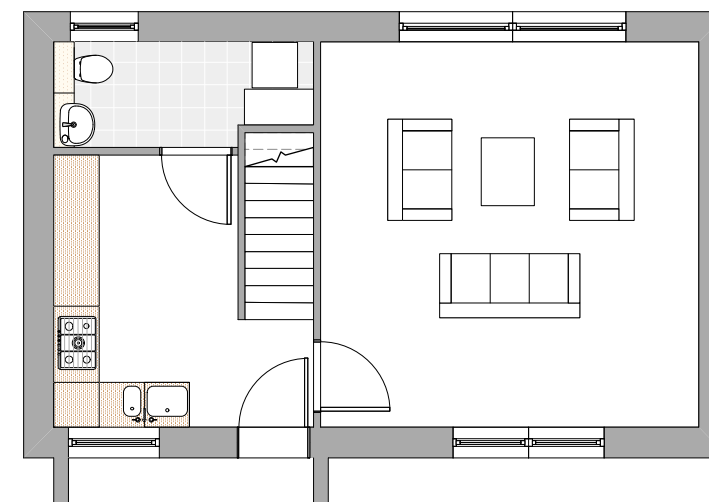
CONTEXT PLAN



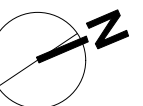
SECOND FLOOR



FIRST FLOOR



GROUND FLOOR



The development makes a balance between the scale of the high street and the suburban streets behind. It is richly modeled with balconies and generous glazed areas.



Aerial view from southeast



View from southeast



View from the southwest along Uxbridge Road



View from the southeast along Uxbridge Road



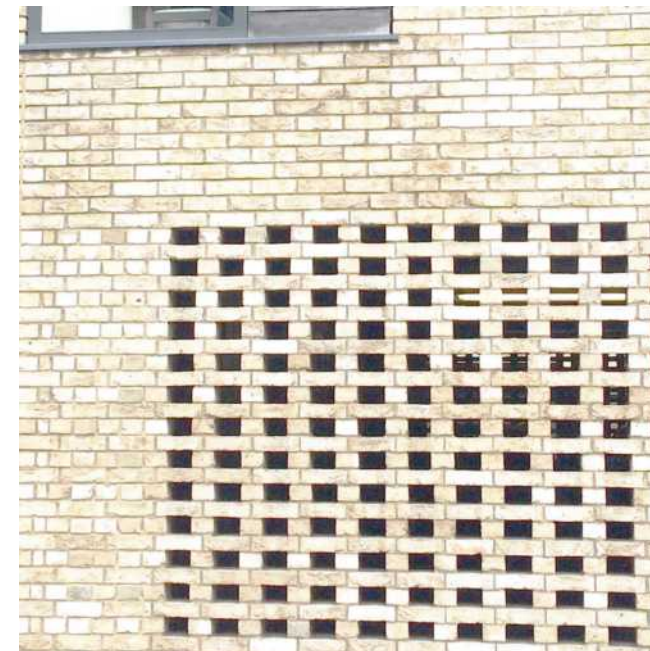
View from the north along Star Road



View from the north along Star Road



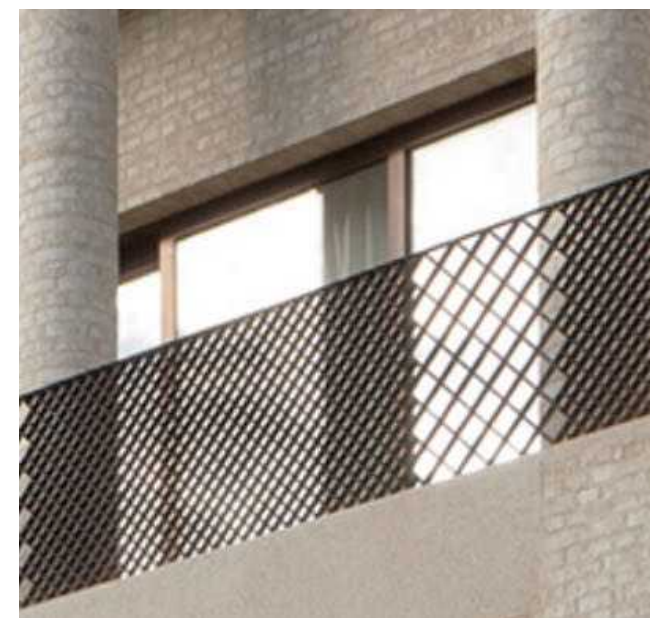
Green roof



Example of ventilated brickwork



Example of brick colour



Example of balcony balustrade

Amount

The schedule below shows a mix of one, two and three bed homes proposed with associated amenity space.
Motor car and bicycle storage is included.

Bicycles

Storage for 10 bike in the ground floor entrance hall of the flats.

There is additional storage for 16 bikes in the parking.

This is in excess of the FALP Cycle Parking minimum standards, which requires 14 spaces in block A.

The two houses each have storage for 2 bikes.

Transport

Whilst the site is considered to have excellent public transportation links, it has been designated with a public transport accessibility level (PTAL) of 2. In accordance with the Hillingdon Unitary Development Plan, a maximum parking standard of 1.5 spaces per unit has been established. The site is within close proximity of public transport routes, including a number of bus stops within 250m of the site. The nearest train stations are located in Uxbridge (approximately 2 miles to the north) and Southall (approximately 3.5m to the south east).

Amenity

The flats have large balconies, the houses have small gardens. All have access to a shared garden suitable for children to play safely.
Average amenity space 24 SqM

Refuse

Refuse store is located net to the entrance, containing
3 x 360 litre bins for general refuse
3 x 240 litre bins for re-cycled refuse

Access

The proposed house is designed to meet the 16 criteria of Lifetime Homes.

Items 1&2 – Parking
Parking provided

Item 3 &4 - Entrance approach
Level access is provided to main street entrance with control illumination.
The front door will also :
a) Be illuminated
B) Have level access threshold
C) Have effective clear opening widths and nibs as specified
d) Have adequate weather protection - the roof overhangs

Item 5 - Communal Stairs and lift
Lift size and stair comply

Item 6 - Internal doorways and hallways
The width of the doorways and hallways conforms to the specifications in Part M and there is 300mm clear to the side of the leading edge of doors.

Item 7 - Circulation space
There is plenty of space for turning a wheelchair in dining areas and living rooms and adequate circulation space for wheelchair users elsewhere.

Item 8 –10 Entrance level living facilities
N/A for flats

Item 11 - WC and Bathroom walls
Walls in bathrooms and toilets will have reinforcements located between 300 and 1500mm from the floor where necessary.

Item 12 - future lift
N/A for flats

Item 13 - Hoists in bathrooms
There is direct access from master bedroom to the ensuite shower room providing a reasonable route for a potential hoist.

Item 14 - Bathrooms
The bathroom is designed to incorporate ease of access to the bath, WC and wash basin in accordance with standard dimensions set out in Lifetime Homes and in Part M of the Building Regulations.

Item 15 - Glazing and window handle heights
Living room window glazing is full height, so it complies with the requirement to begin at 800mm or lower and be easy to open.

Item 16 - Location of service controls
Switches, sockets, ventilation and service controls will be at a height usable by all, between 450 and 1200mm from the floor level.

In addition, a large secure storage space is provided for waste & recycling bins, accessed directly from the entrance path. The electricity meter are integrated into the wall of this store so they can be read without entering the building.

Conclusion

The development will make a bold but sensitive contribution to the regeneration of the locality.

Summary		
BLOCK A		
FLATS	10	83%
Hab rooms	27	77%
Bedrooms	16	
People	27	73%
Total NIA	609	SqM
Total NIA	6,553	SqFt

BLOCK B		
HOUSES	2	17%
Hab rooms	8	23%
Bedrooms	6	
People	10	27%
Total NIA	230	SqM
Total NIA	2,475	SqFt

SITE		
Site area *	968	SqM
Hab rooms	35	
Density	362	Habs/Hectare

A	Rms	Bed	People	NIA SqM	NIA SqFt	GIA	Private External
Third floor	10	4	3	4	75	807	65
	9	4	3	4	80	861	44
Second floor	8	3	1	2	62	667	11
	7	2	1	2	50	538	8
	6	3	2	2	70	753	11
	5	2	1	3	50	538	8
First floor	4	2	1	4	52	560	11
	3	2	1	2	50	538	8
	2	3	2	2	70	753	11
	1	2	1	2	50	538	8
Ground floor	Entrance Hall			58	624		
	Commercial			112	1,206	128	
	Parking			302	3,251	297	
	10	27	16	27	609	6,553	185

no				no			
Mix Private		studio	0	OVERALL MIX		studio	0
		1 bed	6			1 bed	6
		2 bed	2			2 bed	2
		3 bed	2			3 bed	2
		4 bed	0			4 bed	2
		10	100%			12	100%

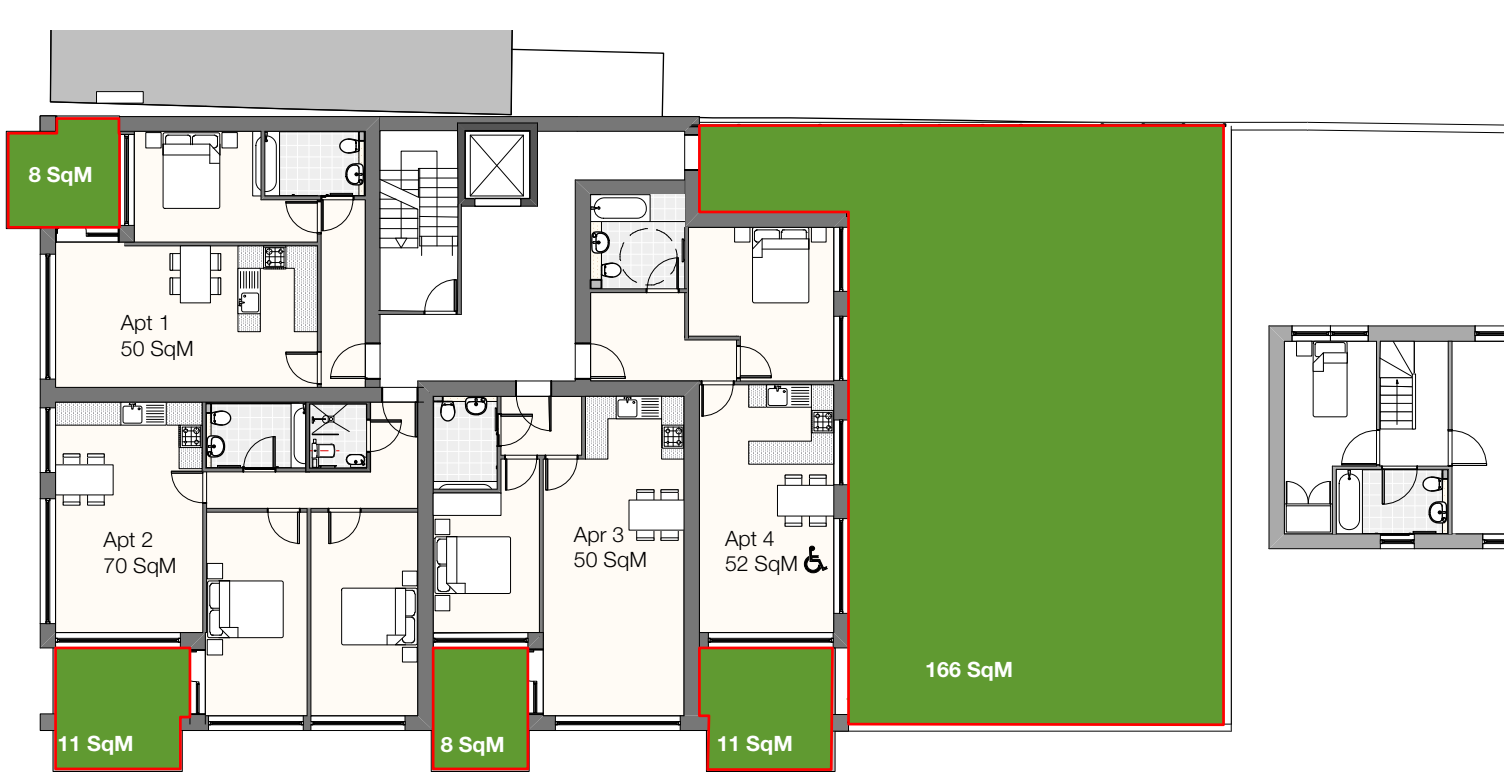
BICYCLES
London Plan Cycle Parking minimum standards 1.5 space for one-bed units, others 2 spaces
1-bed 2-bed 3-bed spaces
BLOCK A 9 4 4 17
BLOCK B 0 0 4 4
Total provided 26

CARS (PTAL 2)
1-bed 2-bed 3-bed spaces
BLOCK A 6 2 2 10
BLOCK B 0 0 4 2
On site parking 12

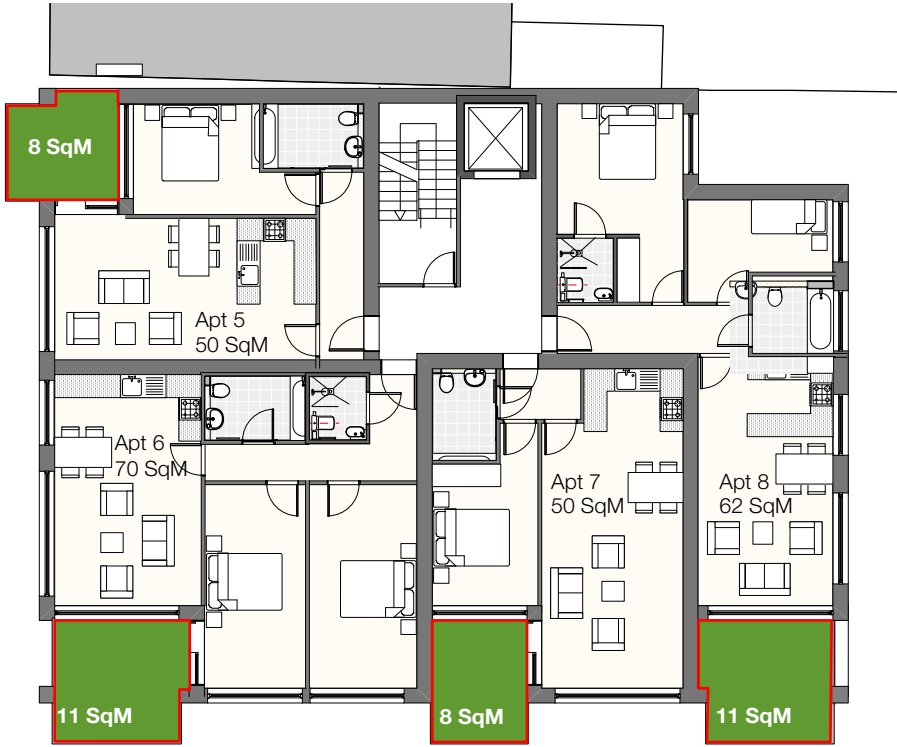
B	Rms	Bed	People	SqM	SqFt	Private External
House 1	1	4	3	5	115	1,237
House 2	1	4	3	5	115	1,237
	2	8	6	10	230	2,475

GIA	SqM
Flats	737
Houses	230
Commercial	128
Parking	297
TOTAL GIA	1,392

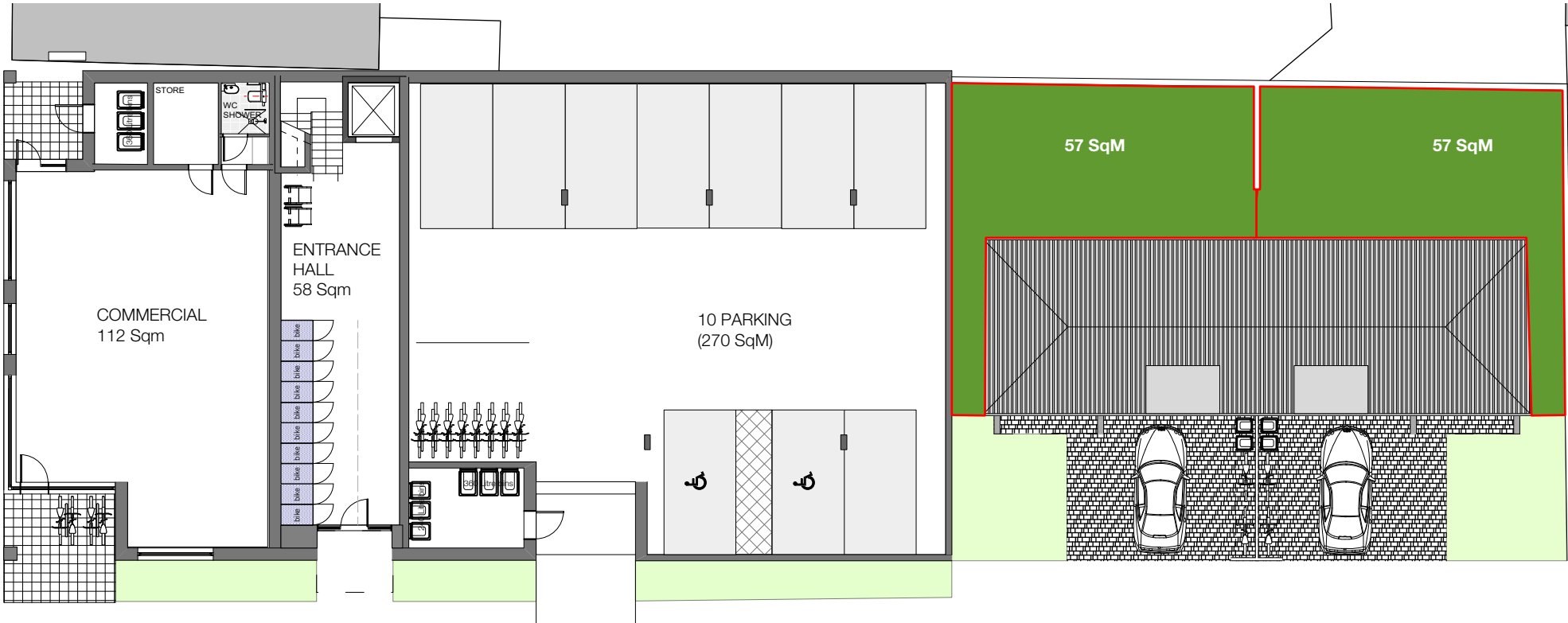
Outdoor amenity flats	SqM	SqFt
Private Garden/baony	185	1,991
Communal Garden	166	1,786
Total	351	3,777
Av per unit	35	



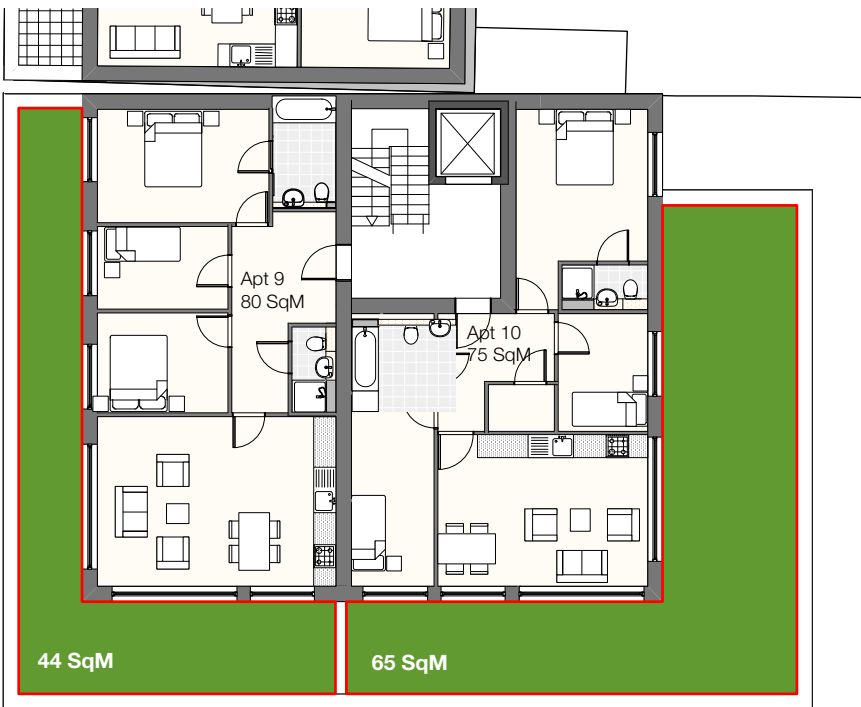
FIRST FLOOR



SECOND FLOOR



GROUND FLOOR



THIRD FLOOR

