

TROUT RISE DEVELOPMENTS LTD.  
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BURY STREET  
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JOB NO:1232

FEBRUARY 2020

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## DESIGN AND ACCESS STATEMENT

*PROPOSED DEMOLITION & CONSTRUCTION OF A NEW APARTMENT*



**SECTION**

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**REVISION/COMMENT**

**AUTHOR**

**CHECK**

**DATE**

PLANNING ISSUE

GH

CC

24.02.2020

## INTRODUCTION

RDT Architects have been instructed by Trout Rise Developments Limited to prepare a planning design proposal for the demolition and construction of a new 4-storey apartment building to include 8 no. apartments at the existing (vacant) office and apartment site at Chelmsine Court, Bury Street, Ruislip.

The purpose of this design and access statement is to demonstrate a response to the existing built and contextual fabric of Hillingdon, while exploring the client brief in further detail. In addition, this statement will focus on the concept and design principles, leading to illustration of the development of a comprehensive scheme design.

The booklet will explore the site and its context, including surrounding buildings and the key urban features which will influence the proposal.

Pre-application dialogue with the London Borough of Hillingdon Council will also be illustrated alongside the design evolution, showing the Local Planning Authority's support for the principle of development of the site and change of use to a high quality residential development.

The conclusion to this study will illustrate how the development will integrate into the urban realm with a positive impact for both the end users and the local community. It is intended that this report will illustrate how the final scheme is the optimal solution for the site, and through consultation with planning authorities and specialist consultants, a design has evolved which will enhance the site.

This planning design and access statement supports the planning application and is in accordance with the legislative requirement to provide a statement covering design concepts and principals and access issues as set out in Section 42 of the Planning and Compulsory Purchase Act 2004 and, also, in respect of Guidance on information requirements and validation set out by the Department of Communities and Local Government (March 2010).

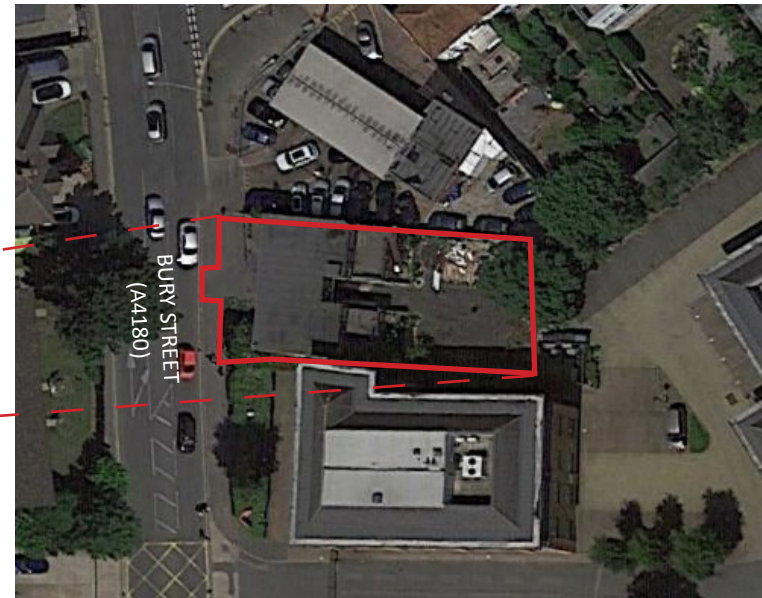
## **EXISTING SITE AND CONTEXT**

The key areas to be covered within this section are:

- 2.1 Site Location
- 2.2 Existing Site Context

## **PURPOSE OF EXISTING SITE AND CONTEXT**

This section will illustrate the opportunities and constraints of the site within its immediate context and explore other related local developments and how these may influence the development proposals.



CHELMSINE COURT  
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#### KEY FEATURES – EXISTING SITE

- The existing site is a vacant 2-storey building with office space on the ground floor and 2 residential units on the first floor.
- The site is approx. 0.13 acres/38.8m<sup>2</sup>.
- It is located within a mixed commercial and residential area of Ruislip with frontage overlooking Bury Road
- There are a variety of building types and forms in the vicinity.
- The development site is setback from the main road with 3-storey office building to the right with limited landscaping and a car sales forecourt and car wash facility to the left.
- There is minimal vegetation on site.
- The topography is relatively flat with parking to the front and rear.
- The immediate context is a mix of 3 and 4-storey office buildings and residential apartment developments.
- The site benefits from close proximity to retail and community amenity and nearby bus, tube and railway stations.
- A number of office buildings within the area been subject to residential conversion under process set out under the Town and Country Planning (General Permitted Development) Order 1995.



1) Front Elevation of the site with Cardinal House to the Right and Car Sales/Car Wash to the Left



2) Cardinal House Office Building



3) Corner of Reservoir Road - Car Sales Forecourt



4) View of Offices at Rear of Cardinal House and Proposed Site



5) New Apartment Building – Reservoir Road



6) 3-Storey Apartments Opposite

## 2.2 Existing Site and Context

## **DESIGN CONCEPT STUDY**

The key areas to be covered within this section are:

- 3.1 Design Brief
- 3.2 Key Policy Standards
- 3.3 Site Constraints and Opportunities

### **INTRODUCTION TO DESIGN CONCEPT**

This section will explore the client brief and key Local Planning elements and policy which will influence the scheme alongside a review of the context through a local character appraisal.

In order to provide a high quality development that responds to the site context, the local authorities design comments and the diverse local architectural vernacular of the surrounding area have been taken into consideration and used to evolve the design. It is important to recognise recent developments in the Borough which are shaping the modern urban pattern and character.

The design brief set out by the Client is to include:-

- Realisation of a **residential C3 use** development on site.
- High quality architectural design to demonstrate **innovation**.
- Design to reflect the **topography** of the site setting to attain best views and daylight.
- Building Form to remain **sympathetic** to the existing buildings and surrounding area.
- Design Development in **collaboration** with Design Team, Key Stakeholders, Local Authority & London Borough of Hillingdon Council and within London Plan and Hillingdon SPD standards.



## HILLINGDON POLICY STANDARDS

### AMENITY SPACE

Residential developments for flats should provide the following shared and private amenity space:

Flat Size	Private Amenity*	Shared Amenity**
Studio / 1 Bed Unit	Min 5m <sup>2</sup>	20m <sup>2</sup>
2 Bed Flat	Min 6m <sup>2</sup>	25m <sup>2</sup>
3 Bed Flat	Min 7m <sup>2</sup>	30m <sup>2</sup>

\*Local Development Framework Accessible Hillingdon SPD

\*\*The Hillingdon Design and Accessibility Statement (HDAS) 'Residential Layouts'

### OVERLOOKING

The Councils adopted SPD requires a separation distance of 21 metres between habitable room windows

### PARKING REQUIREMENT

All new developments, whether new build or conversions should provide parking in accordance with the parking standards set out in the UDP/LDF and the London Plan.

Number of beds	Car Parking Requirement*	Cycle Parking Provision
Studio / 1 Bed Unit	Less than 1 per unit	1
2 Bed Flat	Less than 1 per unit	1
3 Bed Flat	1.5 to 1 per unit	2
4 Bed Flat	2 to 1.5 per unit	2

\* Noted " Amount of parking dependant on public transport accessibility (PTAL level) of the site. In areas of good public transport accessibility and/or in town centres the aim should be to provide less than one space per dwelling Ref:- London Plan 2011

## INTERNAL LAYOUT REQUIREMENTS

Aggregate bedroom areas to be no less than 8.0m<sup>2</sup> per single bedroom and 12.0m<sup>2</sup> per double/ twin bedroom provided.

Number of Persons	Combined Floor Area (Living / Dining)
1 – 2 P	23m <sup>2</sup>
3P	25m <sup>2</sup>
4P	27m <sup>2</sup>
5P	29m <sup>2</sup>
6P	31m <sup>2</sup>

Ref:- Accessible Hillingdon SPD January 2010

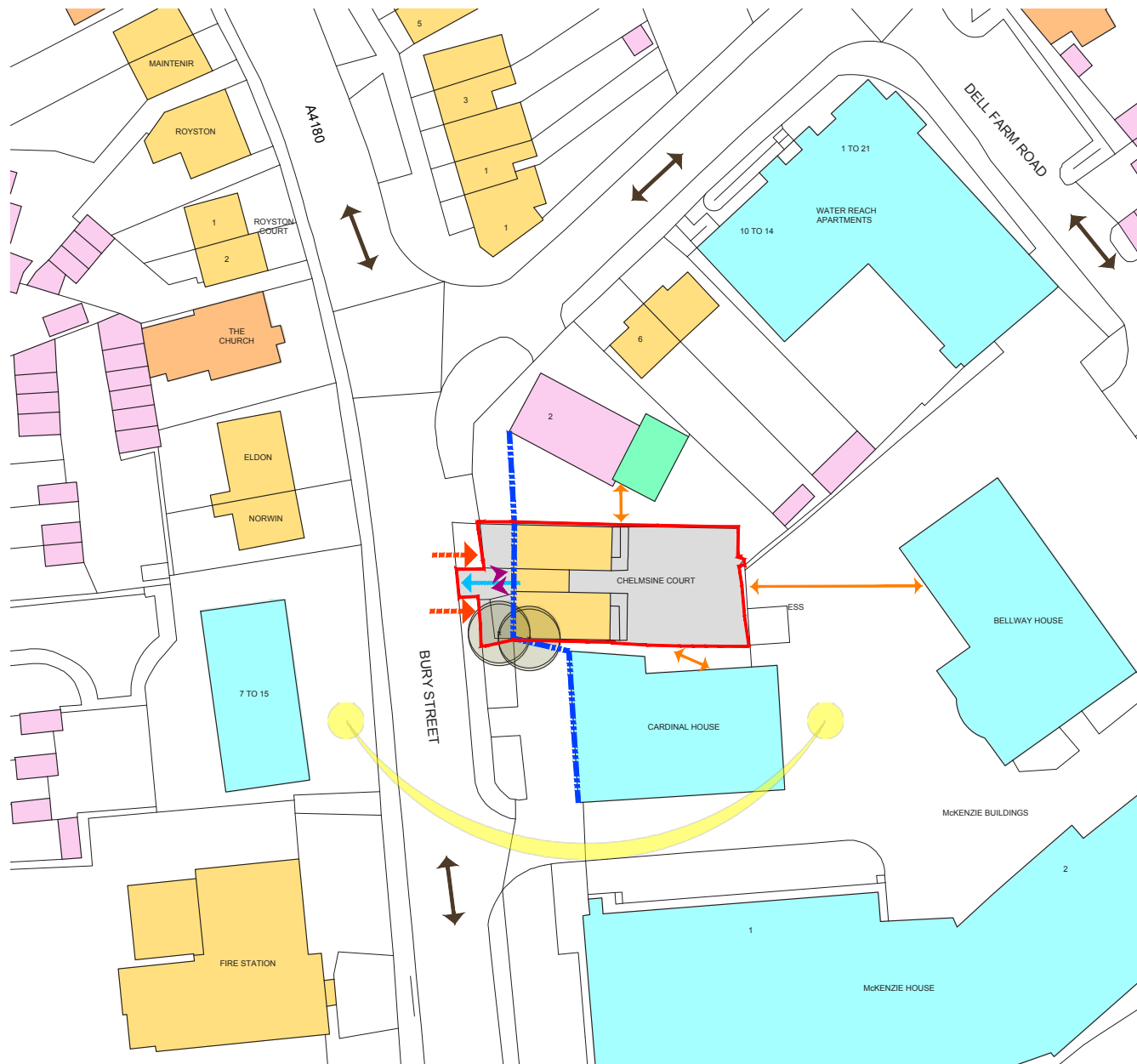
## LONDON PLAN FLAT GIA STANDARDS

The table states the minimum GIA requirements according to the London Plan 2011.










Flat Size	Essential GIA
Studio (1P)	37m <sup>2</sup>
1 Bed (2P)	50m <sup>2</sup>
2 Bed (3P)	61m <sup>2</sup>
2 Bed (4P)	70m <sup>2</sup>
3 Bed (4P)	74m <sup>2</sup>
3 Bed (5P)	86m <sup>2</sup>
3 Bed (6P)	95m <sup>2</sup>

Ref:- London Plan 2011

## 3.2 Key Policy Standards



**KEY**

-  Site Boundary
-  Existing garages
-  Existing 1 storey building
-  Existing 1.5 storey building
-  Existing 2 storey building
-  Existing 3 storey building
-  Existing hard-standing on site
-  Sun Path
-  Road Direction



3.3 Site Constraints and Opportunities

## **DESIGN DEVELOPMENT**

The key areas to be covered within this section are:

- 4.1 Pre-Application Submission
- 4.2 Pre-Applications comments
- 4.3 Pre-Planning Timeline
- 4.4 Architectural Precedents

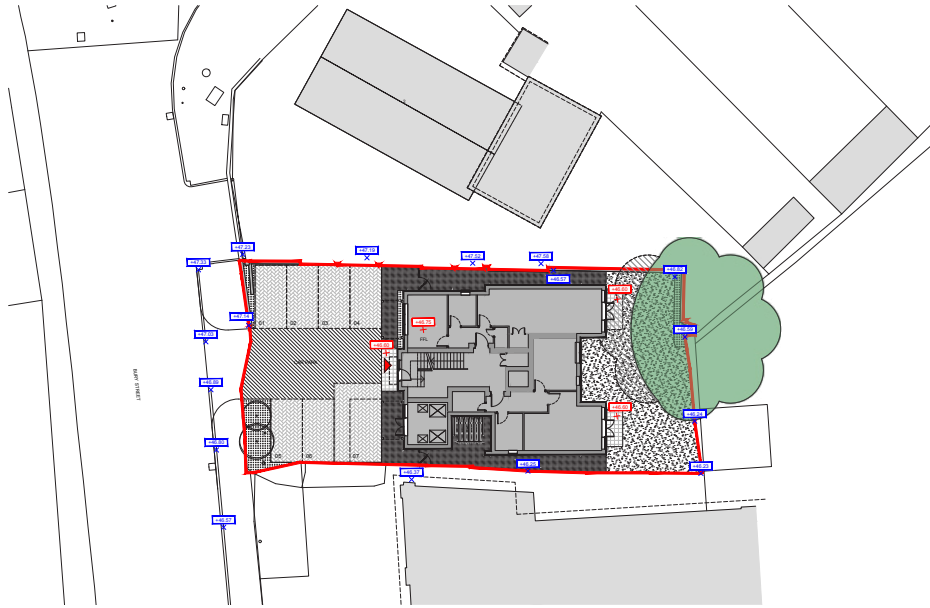
## **INTRODUCTION TO DESIGN DEVELOPMENT AND RESPONSE**

This section describes how the scheme has evolved through discussion with key stakeholders and local planning authority through the pre-planning design stages. The section will focus on the key meetings with Hillingdon Planning Officers.

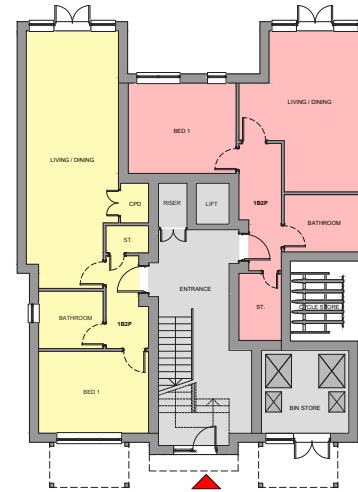
To assist discussion with the Local Planning Authority, the following sub sections will demonstrate the key design principles in response to comments received.

SCHEME SUBMITTED FOR PRE-APPLICATION

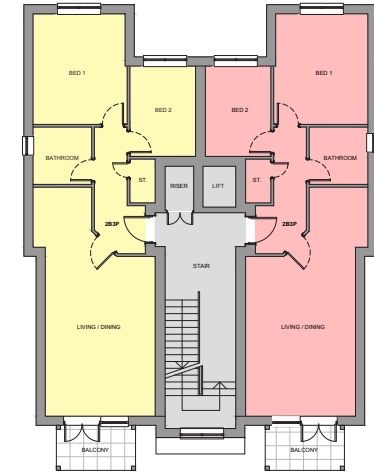
Ref: 890/PRC/2019/201 (Dated 12/09/19)



Proposed Site Plan



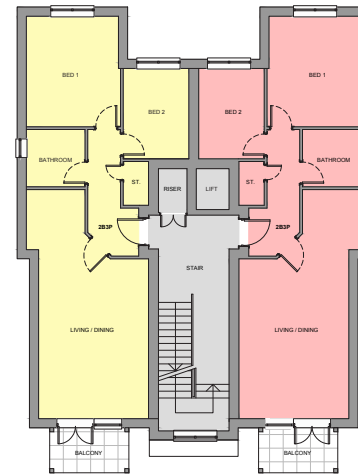
Proposed Ground Floor Plan



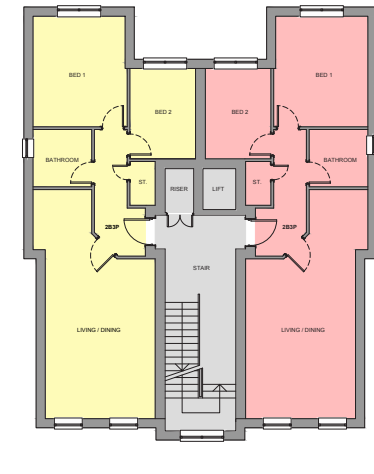
Proposed First Floor Plan



Proposed Street Scene



Proposed Second Floor Plan



Proposed Third Floor Plan

4.1 Pre-Application Submission

## PLANNERS RESPONSE

Formal pre-application advice was sought following the previously approved planning permissions for erection of a three storey building to include 6 x 2 bed self contained flats ref: 890/APP/2015/1907 and a three storey building containing offices (Use Class B1) at ground and first floor level and 2 x 2-bed self-contained flats at second floor level ref: 890/APP/2016/2866 which recently expired.

Date 12/09/19 – 890/PRC/2019/201, with resulting meeting with Officer Liz Arnold, Dated 14/11/19, resulting comments can be summarised below (03/12/19).

“...The Council does not have an ‘in principle’ objection to the erection of the building to provide 2 x 2 bed flats and 6 x 2 bed flats, subject to application demonstrating compliance with all of the above criteria and Development Plan Policies.”

“The proposed development is considered to be acceptable in principle and the submitted designs and site layouts are broadly acceptable, subject to consideration of further details.”

“The proposed building would comprise a 4 storey apartment block at a height of approximately 12m. It has a maximum width of 12.95m and depth of 15.4m and maintains a minimum set back of 1m from the side boundaries. ...provided the building would maintain the existing front building line and not exceed the height of the adjacent building Cardinal House, it is considered that the proposal would not be of a scale that is out of keeping with the character of the street scene in the vicinity of the site.”

## DESIGN RESPONSE

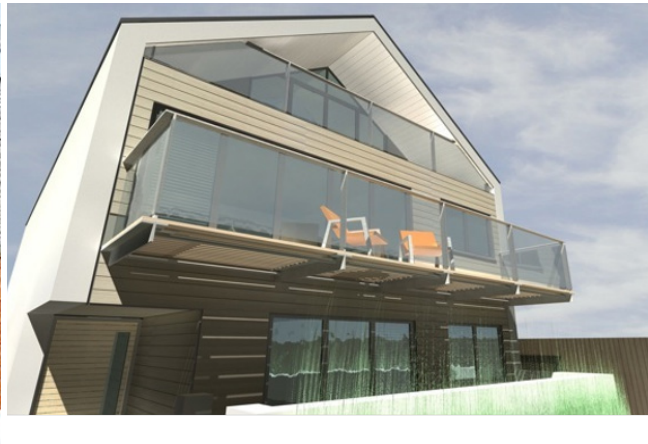
In conclusion, the planner was positive towards the design of the scheme, supporting the principle of the scheme and its design elements.

In summary, the Client would seek to submit a full plans application to further enhance the scheme ensuring that a satisfactory residential environment can be achieved.



### 4.3 Pre-Planning Timeline





PRECEDENT IMAGERY OF ARCHITECTURAL LANGUAGE FOR THE PROPOSED RESIDENTIAL DEVELOPMENT

## 4.4 Architectural Precedents



## **JUSTIFICATION OF DESIGN PROPOSAL**

The key areas to be covered within this section are:

- 5.1 Scale and Form
- 5.2 Amenity and Landscape
- 5.3 Outlook, Noise and Surveillance
- 5.4 Parking and Waste Provision
- 5.5 Appearance and Elevational Treatment

## **INTRODUCTION TO DESIGN JUSTIFICATION**

This section is in support of the final plan design and aims to demonstrate how the proposal has evolved and responds to the needs of both the client and local context whilst encompassing the comments received from the Local Planning Authority where deemed relevant. The following section illustrates how the proposal will merge into the existing urban context, as described in the initial chapters of this document.

The conclusion of the pre-application stages led to a design development, which is justified within section 5.0 and also illustrated in the final design proposal.

## SCALE AND FORM

The design approach for this new development is a sustainable use of an existing brownfield site, sensitively articulated to complement the local context and providing much needed housing provision within the heart of an established community. The proposal seeks to support the need for deliverable housing within the Borough and supports Hillingdon's Local Plan Part 1 Strategic Policies (2012) together with the housing targets of the London Plan 2015.

The proposed scale and mass responds to the immediate context. The scale of the building is proportionate to the neighbouring residential and commercial buildings with large separation creating an architectural form sympathetic to the variety of adjacent building styles and vantage points.

With a surrounding context consisting of varying architectural styles, building heights (1-4 storeys) and materials, the proposed development creates a simplified 4-storey building form.

The 4-storey height of the building is not excessive in its surroundings, and responds to the heights of neighbouring properties. Its set back from Bury Street limits any immediate impact from the road frontage.

The architectural language as illustrated on the proposed elevations demonstrates a contemporary style and material palette to complement the surrounding area and recent developments.

The proposed building location ensures suitable privacy and separation from adjoining properties is maintained, while creating a strong architectural form.

A contemporary architectural form is used to provide the development with a distinctive modern identity, but traditional high quality materials will be adopted, with brick forming the principle material, such that the building will sit comfortably within the wider townscape and immediate vicinity.

## **AMENITY**

There is adequate amenity on site to achieve a level of usable space in accordance with policy requirements.

A picket/metal railing in combination with a bounding hedge and planting will accommodate a patio area to the front, separate to external shared amenity.

In addition to on-site amenity provision illustrated, the local context includes public provision including Ruislip Woods, Ruislip Lido, open space and play equipment, Sports and Golf Clubs, all of which are within a short walk of from the proposed development.

## **LANDSCAPE**

There is currently little soft landscaping with only a negligible vegetation buffer to the rear of the building.

The proposal aims to provide positive landscaped amenity to the rear of the flats, creating an accessible, private and secure space to the residents. A mixture of planting and hedgerows will provide the much needed barrier to the neighbouring units whilst creating a usable open lawn at its centre.

The hard-standing to the front car park will make use of a change of surface material to encourage an attractive frontage complimenting the architectural form.

There will be little impact to existing vegetation and trees on site due to the development. External planting will only increase as a result of the proposed development.

## **OUTLOOK**

The overlooking and outlook views on the proposed scheme has been developed to adhere to the London Borough of Hillingdon's Supplementary Planning Guidance.

The proposal is based on the following policy requirements.

"Adequate distance should be maintained to any area from which overlooking may occur and regard should be given to the character of the area and the distance between buildings. As a guide, the distance should not be less than 21m between facing habitable room windows"

The orientation of the building maximises views to the front and rear, with primary views from the flats over rear amenity and front car parks. Windows to the side elevations will provide secondary aspect or frosted glazing to internal rooms.

The outlook from the neighbouring buildings has also been considered in the design. The gable end of the building is set in to maximise the separation distance where required. This proposal is an improvement on the previously consented designs, which proposed a building form built right up to the northern and southern boundaries while also extending further into the rear amenity gardens.

## **NOISE**

The proposed building is set back from the road frontage, which will assist in mitigating concerns over noise levels with the new dwellings, however, this is not envisaged to be of a concern. Windows and doors will be openable, however, trickle vents will also be included to achieve background ventilation. The rear amenity garden will also be screened from road noise by the proposed building.

## **SURVEILLANCE**

The orientation of the building block will provide natural surveillance over both rear amenity as well as the front parking and entrance lobby. Furthermore, a combination of fence lines and planting will provide additional defensible space to the scheme.

#### **PARKING STRATEGY**

The site parking allocation will be provided within the existing site curtilage with 1:1 allocation for the 2 bedroom apartments and a disabled/ visitor parking. As this is a sustainable area of London, the 1 bed apartment will be encouraged to use the good centrally located public transport and routes.

This allocation has taken account the requirements of London Borough of Hillingdon and The London Plan.

As outlined within the supporting transport statement, electrical vehicle charging points will also be provided. It will consist of 1 active charging point and 3 passive charging point.

#### **CYCLE STORAGE**

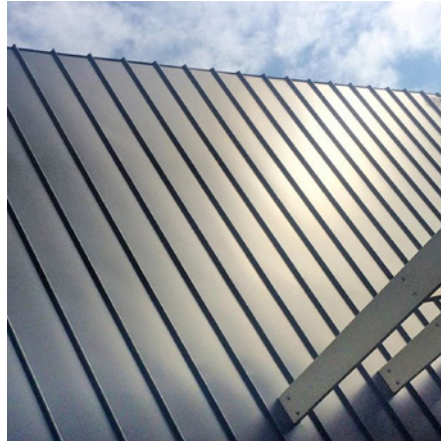
There is provision for each apartment to have an allocated secure cycle stand (8) and 2 visitor cycle spaces, situated along the southern boundary of the site within the building.

#### **REFUSE PROVISION**

For the 8 units, a secure area sufficient for (2x 500ltr) + (2x 240ltr) bins has been indicated within the internal secure bin store.



1. Grey uPVC Windows



2. Metal Cladding



3. Buff Brick



4. Off-white render

## ILLUSTRATIVE MATERIALS AND ELEVATION TREATMENT

A contemporary approach has been chosen to reflect the new developments seen around Ruislip. The use of flat roof in the proposed building echoes that of the neighbouring buildings.

The use of contrasting brick, render and metal cladding aims to break down the mass of the building and diminishes the overall scale of the building blocks. The flat roof and large openings reflects on the contemporary approach to the proposal.

Across all of the buildings, the material palette aims to remain simplistic in its range, remaining sympathetic to the reinforcing materials used in its surrounding context, while reflecting the residential function of the building.

The material palette is indicative only and will be subject to confirmation with a future detailed condition discharge application.

## **FINAL DESIGN PROPOSAL**

The key areas to be covered within this section are:

- 6.1 Proposed Site Plan
- 6.2 Accommodation Schedule

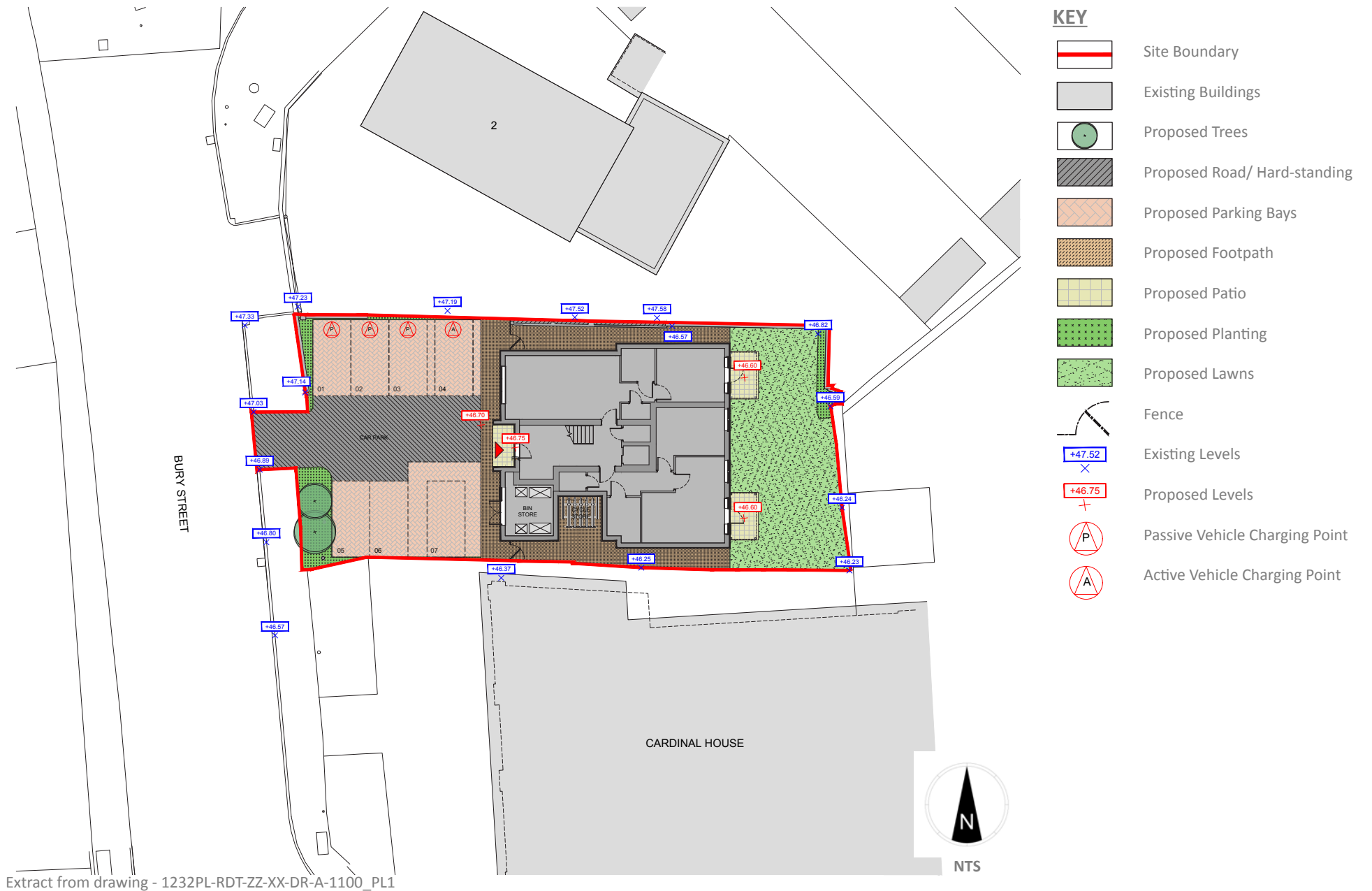
## **INTRODUCTION TO FINAL PROPOSAL**

This section illustrates the proposed development design solution in context to the urban setting. The visualisations illustrates the architectural language, articulation and material composition.

Key views have been taken to illustrate the design team's response to comments raised throughout the design development process.

Final design proposal based on these illustrative designs will be considered within future reserved matters application following a successful outline consent.





Extract from drawing - 1232PL-RDT-ZZ-XX-DR-A-1100\_PL1

## 6.1 Proposed Site Plan

Accommodation Schedule				
	Unit Type	NIA m <sup>2</sup> (Approx)	Quantity of units	GIA m <sup>2</sup> (Approx)
Ground Floor	1B / 2P	53.5m <sup>2</sup>	01	
	1B / 2P	54.3m <sup>2</sup>	01	
	<b>Sub-Total (Approx GIA)</b>	<b>105.1m<sup>2</sup></b>	<b>02</b>	<b>154.6m<sup>2</sup></b>
First Floor	2B / 3P	65.0m <sup>2</sup>	02	
	<b>Sub-Total (Approx GIA)</b>	<b>130m<sup>2</sup></b>	<b>02</b>	<b>164.2m<sup>2</sup></b>
Second Floor	2B / 3P	65.0m <sup>2</sup>	02	
	<b>Sub-Total (Approx GIA)</b>	<b>130m<sup>2</sup></b>	<b>02</b>	<b>164.2m<sup>2</sup></b>
Third Floor	2B / 3P	65.0m <sup>2</sup>	02	
	<b>Sub-Total (Approx GIA)</b>	<b>130m<sup>2</sup></b>	<b>02</b>	<b>164.2m<sup>2</sup></b>
<b>TOTAL:</b>		<b>495.1m<sup>2</sup></b>	<b>08</b>	<b>647.2m<sup>2</sup></b>

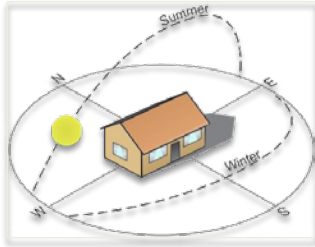
## **SUSTAINABILITY DESIGN AND CONSTRUCTION**

The key areas to be covered within this section are:

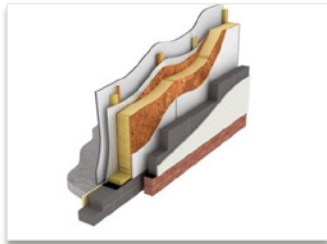
### 7.1 Sustainability

#### **INTRODUCTION TO SUSTAINABILITY**

This section aims to provide supporting information for the detailed planning submission regarding the sustainable design and construction consideration of the proposed development, related to the architecture.



Orientation



Thermally high performance construction Methods



Renewable energy technology



Lighting

We outline below some of the considerations which will be given to the detail design and construction solutions of this proposed development to reflect the desire to achieve a sustainable development.

#### **ORIENTATION**

The building position and orientation on this development is heavily influenced by the end visual appearance and relationship to key natural features. Nevertheless, the orientation allows maximum solar gain to be achieved to daytime living spaces. The choice of glass and suitable roof eaves overhangs will assist in managing solar gain into the building.

#### **ACCESS / TRANSPORT**

The development site is well serviced by public transport and local cycle routes to the wider context. This is described further within the Design and Access Statement and Transport Assessment. Cycle storage provision and good pedestrian links across the site will be provided to encourage alternative and sustainable modes of transport.

#### **BUILDING DESIGN**

As the design progresses, this development will be encouraged to consider the following sustainable measures:-

- Off-site construction
- Renewable energy technology
- Thermally high performance construction methods
- Solar shading and glazing treatments
- Building orientation
- Sustainable urban drainage systems

#### **RENEWABLE ENERGY TECHNOLOGIES**

The ability to include renewable energy technologies within the building design assists with the reduction in CO<sub>2</sub> production while reducing the running cost and energy demands within the proposed new scheme. There is the potential to install PV Panels on the flat roof to generate renewable energy for the building.

#### **LIGHTING**

The proposed lighting both inside and outside the building will be designed for low energy consumption. External lighting to be designed in accordance with CIBSE lighting guides to provide safe and secure lighting. Low level bollards will be used to foot-ways and column mounted fittings will be provided with an anti-glare reflector to a green lighting standard.

#### **CONSTRUCTION MATERIAL WASTE MANAGEMENT**

Material wastage and recycling is also a key consideration upon the development. The contractor will be encouraged to prepare a Site Waste Management Plan, which will again look to limit site wastage and recycle where possible. The recycling of material produced by the demolition of the existing buildings will also be investigated.

## **ACCESS**

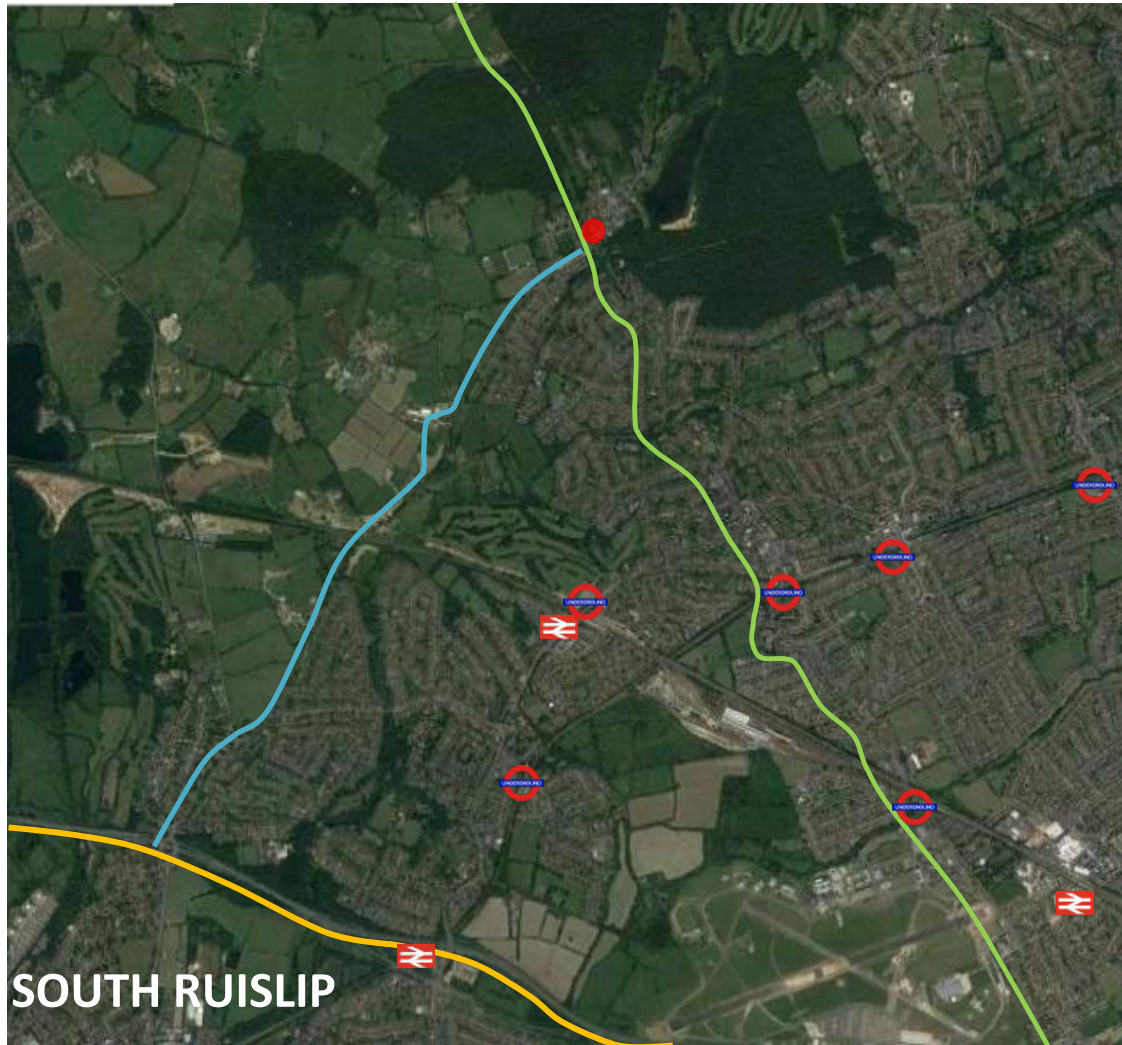
The key areas to be covered within this section are:

- 8.1 Wider Site Access
- 8.2 Immediate Site Access

### **DESCRIPTION OF ACCESS**

This section identifies two areas of access; vehicular and transport links and inclusive access to support the design statement and concludes that all access issues have been considered in tandem with the design team.

This section should be read in conjunction with the supporting Transport Statement.



KEY

- The Site
- Overground station to Aylesbury and London Marylebone
- Underground stations (Metropolitan/Piccadilly and Central Lines)
- A4180/West End Road  
Connections to local centres and A40
- A40 (Western Avenue)  
Connecting to Central London, M40 and M25
- Breakspeare Road  
Connecting to A40

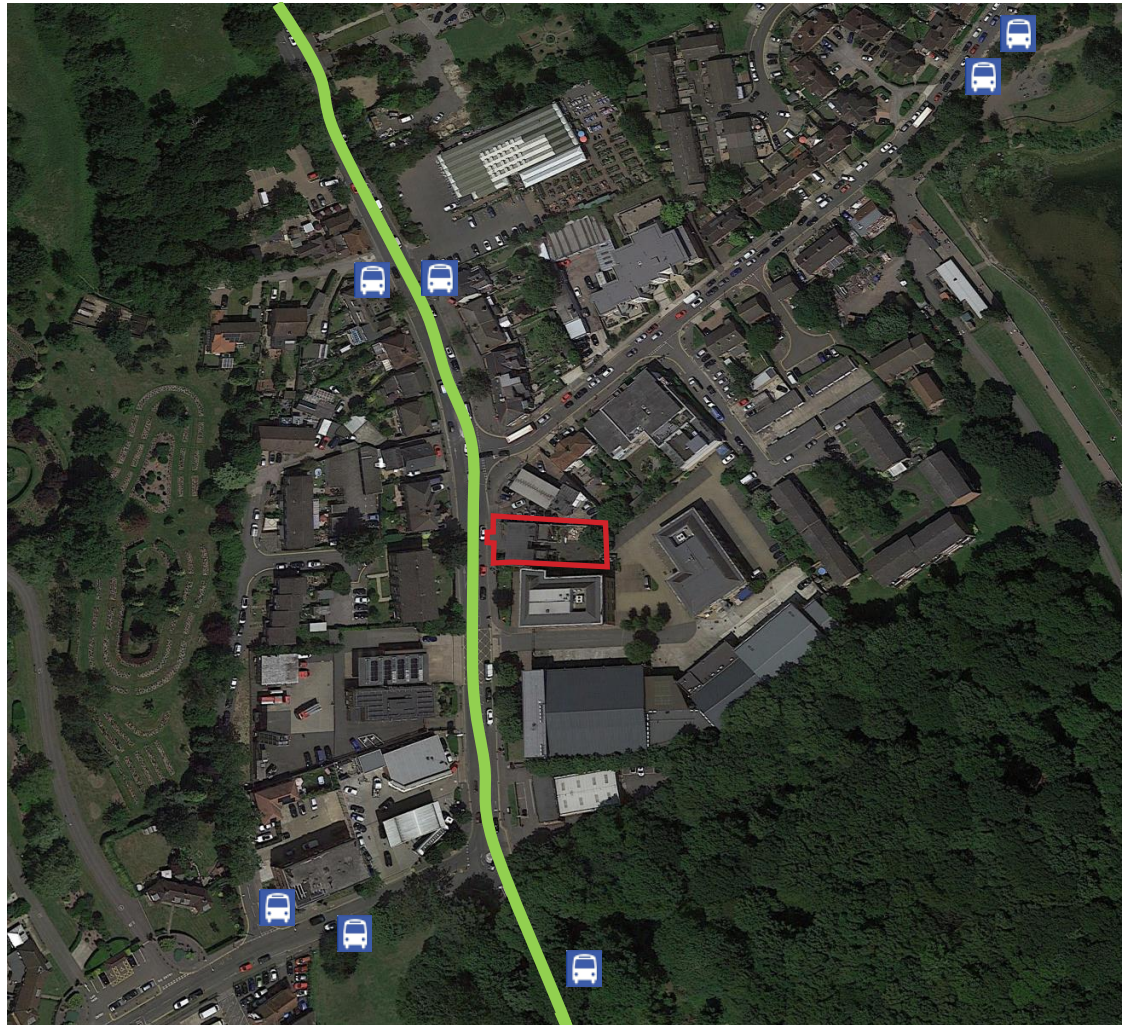


**WIDER CONTEXT**

As discussed previously, there are numerous local underground services and overground train services offering a direct link to London and therefore offering connections by train to all areas of the UK and also giving access to London Heathrow, London City and other London airports.

With regard to vehicle movements, the nearby A4180 provides access to the surrounding Ruislip amenity, with the A40 giving access to Central London and the M25 approximately 5 miles to the North.





#### VEHICLE ACCESS

The existing vehicular link will be retained to access parking on the site from Bury Street.

#### LEVEL OF PUBLIC TRANSPORT ACCESSIBILITY

The site is located in close proximity to a number of underground and overground stations, as well as the H13 and 331 bus routes with stops located along Bury Street.

#### EASE OF ACCESS BY CYCLING AND WALKING

Although there are no specific set aside cycle paths directly linked to the site, cycling will be encouraged as an alternative mode of transport through the use of on site secure cycle storage. There are good and safe walking routes within the proximity of the site to public transport, local shops, leisure facilities and other local amenities.

#### REFUSE ACCESS

The site layout has been designed to accommodate a secure bin store towards the front of the parking area giving easy access to Local Authority waste collection.

#### KEY



Bus Stops  
Local connections to Ruislip, Northwood, Pinner, Harefield and Uxbridge centres, underground and train stations



Railway Track



N.T.S



## CONCLUSION

The Design & Access Statement has demonstrated our interpretation of the urban context to which we believe the residential development will enhance through its considered design principles and physical treatment. Key elements in delivering this are outlined below;

- Delivering high quality, residential design much needed in the Ruislip area .
- Utilise and redevelop existing site.
- Providing energy efficient and sustainable residential units compliant with CSH level 4.
- Create a contemporary design with the use of high quality, robust materials composed to exhibit character.
- An architectural approach which is site specific and distinctive, in a context mixed and varied in its vernacular.

