



116 High St, Northwood HA6 1BJ
Rear Extension: Design & Access Statement

January 2021
ICE21.260.301.001

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ICE Environmental Policy 2021
Objective 4: *Reduce waste and make better use of material resources.*

1. Introduction

- 1.1. This document is a Design & Access Statement to accompany a planning application submission to Hillingdon Council for the replacement of an existing rear extension to the residential unit at 116 High Street, Northwood, HA6 1BJ.
- 1.2. The statement describes the context of the project and explains the design approach using the advice set out in the CABE publication – Design & Access Statements: *How to write, read and use them*. (2006).

2. Document Status

- 2.1. The statement should be read in conjunction with the following application drawings:

DRAWING NUMBER	DRAWING TITLE	SCALE
PL 1.0	LOCATION PLAN	1:1250 @ A3
PL 1.1	GROUND AND FIRST FLOOR PLANS - EXISTING	1:100 @ A3
PL 1.2	SECOND AND ROOF FLOOR PLANS - EXISTING	1:100 @ A3
PL 1.3	ELEVATION AND SECTION EXISTING	1:100 @ A3
PL 1.4	ELEVATIONS - EXISTING	1:100 @ A3
PL2.1	GROUND AND FIRST FLOOR PLANS PROPOSED	1:100 @ A3
PL2.2	SECOND AND ROOF FLOOR PLANS - PROPOSED	1:100 @ A3
PL2.3	ELEVATIONS AND SECTION PROPOSED	1:100 @ A3
PL2.4	ELEVATIONS - PROPOSED	1:100 @ A3

3. The Applicant & Application Address

- 3.1. The applicants are the freeholders of the property at 118 High Street – Goldenacre Estates Limited (Company Registration No: 03396199) whose registered office is at 310 Harrow Road Wembley Middlesex HA9 6LL.
- 3.2. The application address is 116 High Street, Northwood, HA6 1BJ. A site location plan at a scale of 1:1250 is included in the application documents – drawing reference: ICE.21.260.PL1.0

4. Statutory Consents

- 4.1. The work will require the following statutory consents: full planning approval for the demolition and replacement of an existing outbuilding to the residential unit.

5. Planning Context and Existing Site Analysis

- 5.1. *National, Regional, and Local Planning Context*
The statutory development plan for the site comprises The London Plan (2017) and The Hillingdon Local Plan: Part 1 and Part 2 and various planning policy and guidance documents.

6. Context

- 6.1. The site is in the north of the Borough of Hillingdon, in a mostly residential area of 1930's development and typical 'Metro land' estates with the most common building type being semi-detached and terraced houses.
- 6.2. High Street is a moderately commercial road, the only one in the immediate surrounding area providing small shops and single commercial/retail use at ground floor. The street is in a central position between two busier shopping areas on Joel Street to the south

east and Green Lane to the north west, where the two closest train stations Northwood Hills and Northwood respectively are located.

- 6.3. The site is located within an Areas of Special Local Character. The related policies are described in the following documents: Strategic Policies - Policy HE1 and Development Management Policies - Heritage Policy DMHB 5.

7. Present condition of the building

- 7.1. The present condition of the main building and the ground floor rear extension is shown on the photographs in Appendix 1.
- 7.2. The main building is the second property in a parade of five terraced buildings, generally of two storeys, a commercial ground floor and a residential unit above, occupying the first floor and with access from the back of the properties. The rear outriggers of the terraces have three storeys, ground, first and loft floors.
- 7.3. The main building features a hipped roof and decorated facades with brick cladding at ground floor and floral festoons on render between windows at first floor.
- 7.4. Along Emmanuel Road a 1600mm high brick wall runs along the boundary of the property at 118 High Street. A gated opening at the end of the wall allows access to the back of the applicants' property and the adjacent properties through a narrow external path enclosed along the boundary with Marlborough Court by a timber fence.
- 7.5. The rear extension at ground floor does not appear on the planning record and appears to have been constructed some time ago without formal consent. It is used by the owner as storage and office. The building occupies almost the full extent of the site, save for the side pathway that leads to the residential entrance and a narrow area at the back of the outrigger building which is used as part of the commercial activity at the ground floor at the address.
- 7.6. At present, the property has neither outdoor amenity space nor off-street parking bays.

8. Planning History

- 8.1. The on-line planning record at Hillingdon Council for the property has been examined and there are no previous applications in the on-line record.

9. Flood Risk Assessment

- 9.1. The Environment Agency Flood Risk Map for the postcode area HA6 1BJ has been examined – (<https://flood-map-for-planning.service.gov.uk/>). From this review it is concluded that the property is not in a flood risk area.

10. Context Assessment

- 10.1. The proposal is informed by an assessment of the site, the surroundings, the planning policies, and the local context.
- 10.2. The Applicant noted the Local Authority's policy to encourage the provision of small business units in the Borough as set out in Local Plan Part 1 Policy E6: Small and Medium-Sized Enterprises and at DME 3 (C) and (i) and (ii).

- 10.3. The Applicant intends to demolish the outbuilding, a structure of poor quality, replacing it with a new construction, meeting the current standards for proposed Class E planning use class.
- 10.4. The location of the development, close to public transport but not directly situated on a busy shopping street makes the proposed unit ideal for financial services, professional services, or other appropriate services in a commercial, business or service locality. The units could also accommodate medical or health services use class E (g) and (i) or administrative functions use class E (g) and (i).

11. Design Process

- 11.1. The design aims are to make an attractive outbuilding, even though its features will be almost invisible from the public pathway. The new building will be concealed behind the fence that separates the terrace from Marlborough Court and only a small portion of the roof will be visible from Emmanuel Road.

Building Lines

- 11.2 The well-defined building line has been maintained, the new building sits on the boundaries to the side and to the rear of the site - in the same position as the existing outbuilding. The proposal also aligns with the original property's outrigger.
- 11.3 The new building extends to the outrigger, covering the narrow space between the existing outbuilding and the main building, presently used by the commercial unit as bin store. This space will be accessed via a gate off the residential pathway, leaving the present arrangement unaltered to allow for the collection of commercial waste.

Rooflines

As set out in the Supplementary Planning Document - Residential Layout – *a diverse roofline with a variety of pitches is considered to improve the richness of the townscape where this adequately respects the wider street scene.*

- 11.5 The proposed roof design closely follows the profile of the existing construction however the proposed ridge line of the replacement building is higher than the existing building since the present internal average clear height is approximately 2.2m and thus not suitable for modern business or consulting space.

Privacy

There is no overlooking onto the adjoining properties. High level windows are introduced, at 1800mm from internal finished floor, along the wall facing the pathway to the residential unit at 116 High Street, to allow daylight and sunlight into the new outbuilding and to contribute to a more interesting flank elevation. Windows at this height allow semi-private use of the pathway to the first-floor residential use.

Outdoor Amenity spaces

There is no provision for external amenity space for the existing residential unit at present and since no alterations are proposed to the residential units, there is no requirement to provide outdoor amenity space.

11.8 *Design Appearance: Elevational Treatment and Materials.*

A red multicolour brick is proposed for the new building. The access door, the gate and the high windows are proposed in powder coated aluminium, bronze finish, which will complement the red colour of the bricks.

- 11.9 Asphalt shingles in light grey colour and suitable for low slope roofs will be used to cover the roof of the single storey extension. To maintain the existing low profile of the roof and thus to maintain the rear extension as subservient to the original host building a material suitable for very low-pitched roofs was chosen which has an appearance in keeping with the slate and tile roofs in the surrounding area.

11.10 *Waste Planning Guidance*

Adequate space for waste and recycling facilities, including general waste bins, recycling bins and composting facilities has been incorporated into the new development.

A bin storage area has been included at back of the building, accessible from the external rear path to serve the new Class E unit. This provision is shown on the application ground floor plan in drawing no: ICE21.260.PL2.1.

- 11.11 No waste storage standards were identified for the London Borough of Hillingdon and so the provision has been calculated as follow:

240 litres wheeled bin for residual waste,
240 litres wheeled bin for dry recycling and a
23 litres bin for food waste.

Since no works are proposed to the existing residential and commercial units, no new provision has been calculated in this application.

11.12 *Cycle Parking*

Two secure cycle parking spaces have been provided for the new unit, exceeding the parking standards requirements provided in the adopted UDP/LDF and in the London Plan.

11.13 *Parking*

There are no off-street parking facilities at present for the existing residential or commercial use.

- 11.14 As the residential density will remain equal to the present one, and no new residential unit is being developed no additional car parking has been provided off-street.

12. Access

- 12.1. The PTAL rating for the site is 2 reflecting the distance to the local underground stations as described above. There are two bus routes within 90m of the site and a third 550m from the property. A copy of the PTAL report is attached in Appendix 2.

13. Conclusion

- 13.1. The applicant considers that improvements to untidy sites like this one by the replacement of low quality and poorly constructed extensions contributes to the wider enhancement of the area and assists with the Council objective to maintain the character and appearance of the original 1930s suburban area of special local character.
- 13.2. The Applicant is the owner of the adjacent property at 118 High Street where permission has been granted for *a single storey rear extension involving demolition of existing rear extension including development of a new independent entrance to existing first floor residential unit*. Application Ref: 31419/APP/2020/1855.
- 13.3. The Applicant and the owner of the property subject of this application aim to propose a development on the two adjacent sites featuring similar size and shape, same materials, technical details and finishes to harmonize the appearance of the buildings and contribute to a new appearance for the sites and for the surrounding area.
- 13.4. In accordance with the local policies regarding Areas of Special Local Character the applicant considers that the new development:
- is in harmony with the materials, design features, architectural style and building heights predominant in the area;
 - can preserve and enhance the local architectural character and the appearance of these areas;
 - is subservient to, and respectful of the architectural style of the original buildings.
- 13.5. For the above reasons, the applicant therefore believes that the proposed building is an improvement to the existing site, complies with policy, and should they request that planning consent is granted for the proposed development.

Appendix 1: Site Photographs



View of the main elevation on High Street.



View of the back elevations of the terraces from Marlborough Court.

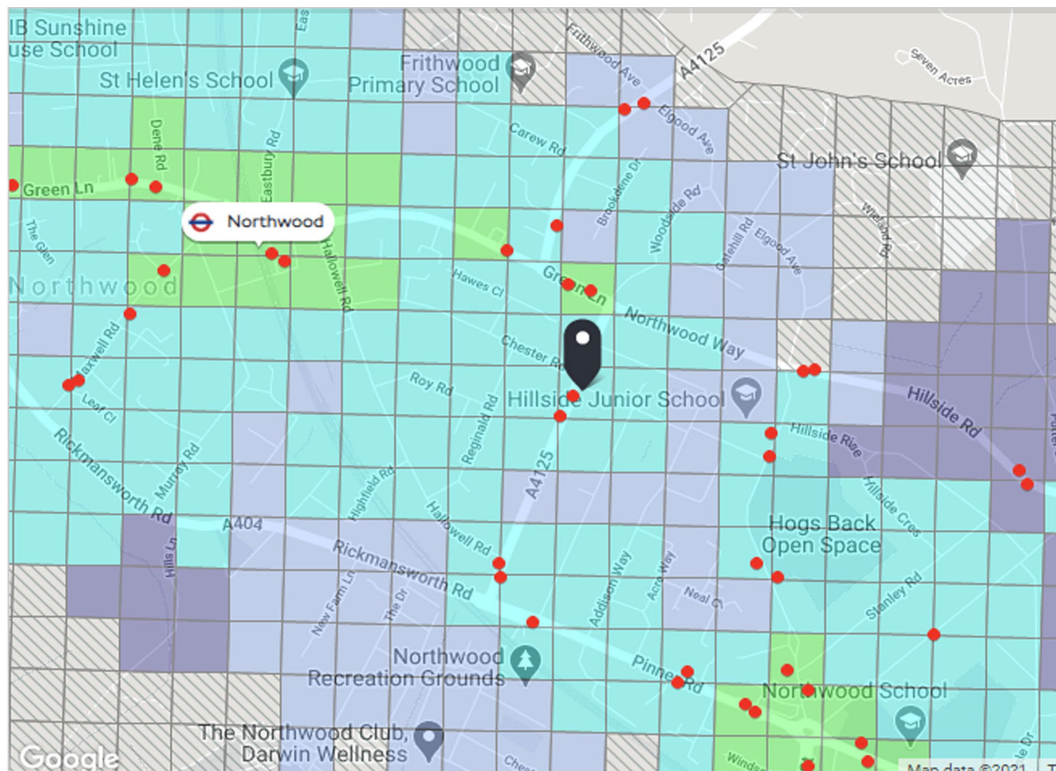


View of the back elevation, existing outbuilding, and pathway to residential unit.



Entrance to rear footpath off Emmanuel Road

Appendix 2: PTAL Report from Transport for London.



PTAL output for Base Year

2

The Off Licence

The Off Licence, 116 High St, Northwood HA6 1BJ, UK

Easting: 509837, Northing: 191143

Map key- PTAL



Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HIGH STREET EMMANUEL RD	282	85.25	5	1.07	8	9.07	3.31	1	3.31
Bus	HIGH STREET EMMANUEL RD	H11	85.25	4	1.07	9.5	10.57	2.84	0.5	1.42
Bus	HILLSIDE R NORTHWOOD WAY	H13	543.89	3	6.8	12	18.8	1.6	0.5	0.8
LUL	Northwood	'Watford-BStreetSF'	755.12	2.33	9.44	13.63	23.06	1.3	0.5	0.65
LUL	Northwood	'Watford-AldSfast'	755.12	3.67	9.44	8.92	18.36	1.63	1	1.63
LUL	Northwood	'Aldg-WatfordSlow'	755.12	3.67	9.44	8.92	18.36	1.63	0.5	0.82
LUL	Northwood	'BakStr-WatfordSlow'	755.12	1.67	9.44	18.71	28.15	1.07	0.5	0.53
LUL	Northwood	'Wembley-WatfordSL'	755.12	0.67	9.44	45.53	54.97	0.55	0.5	0.27
Total Grid Cell AI:										9.43

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