

The Beer Barrel Ltd.



47 Joel Street Northwood Hills HA6 1NZ

Design & Access Statement

October 2020

ICE19.247.301.001 Revision A

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ICE Environmental Policy 2020

Objective 4: *Reduce waste and make better use of material resources*

1.0 Introduction

- 1.1. The present document is a Design & Access Statement to accompany a planning application submission to London Borough of Hillingdon for the redevelopment of the lower ground floor and the land to the rear of 47 Joel Street Northwood HA6 1NZ. The land is accessed off Ferndown.
- 1.2. The site is located on the eastern side of Joel Street and extends to 18-19 Ferndown to the rear.
- 1.3. The statement takes note of the advice set out in the CABI publication – Design & Access Statements: How to write, read and use them. (2006).
- 1.4. The statement should be read in conjunction with the following application drawings:

DRAWING NUMBER	DRAWING TITLE	SCALE
PL01.00	LOCATION PLAN	1:1250 @ A3
PL01.01	GROUND FLOOR AND BASEMENT PLAN - EXISTING	1:100 @ A3
PL01.02	FIRST FLOOR AND SECOND FLOOR PLAN - EXISTING	1:100 @ A3
PL01.03	SOUTH AND EAST ELEVATIONS - EXISTING	1:100 @ A3
PL01.04	NORTH ELEVATION - EXISTING	1:100 @ A3
PL02.01	GROUND FLOOR AND BASEMENT PLAN - PROPOSED	1:100 @ A3
PL02.02	FIRST FLOOR AND SECOND FLOOR PLAN - PROPOSED	1:100 @ A3
PL02.03	SOUTH ELEVATION - PROPOSED	1:100 @ A3
PL02.04	NORTH ELEVATION - PROPOSED	1:100 @ A3
PL02.05	EAST AND WEST ELEVATIONS - PROPOSED	1:100 @ A3
PL02.06	LONGITUDINAL SECTION AA - PROPOSED	1:100 @ A3
PL02.07	STREET ELEVATION EXISTING AND PROPOSED ALONG FERNDOWN	1:200 @ A3
PL02.08	PROPOSED ROOF PLAN	1:100 @ A3
PL02.09	EXISTING AND PROPOSED BLOCK PLAN	1:500 @ A3

2.0 Document Status

- 2.1. The report is issued to accompany the submission of a planning application to Hillingdon Council on the 30th October 2020.
- 2.2. Revision A - the Document title was amended to remove '*land to the rear of*' on the 3rd December 2020. This revision was issued to the London Borough of Hillingdon Planning Authority on this date.

3.0 The Applicant and the Site

- 3.1. The applicant is The Beer Barrel Ltd, whose registered office is at 3-4 Glenmore Parade, Ealing Road, Wembley, HA0 4PJ. The Applicant is the freeholder of the property.
- 3.2. The existing building at 47 Joel Street comprises of a three-storey building with sloping tiled roof and a basement.
- 3.3. The application site is as shown on the Location Plan – Drawing No: ICE19.247.PL1.00.

4.0 Statutory Consents

- 4.1 The work will require the following statutory consents:
Full planning approval for the demolition of the existing building on the land off Ferndown
Full planning approval for the refurbishment of the basement at 47 Joel Street to provide one business space (use class E) with associated storage facilities.
Full planning approval for the erection of a three-storey building containing two business space units (Use Class E) units and one 2 bed self-contained flat (Use Class C3).

5.0 The Planning Context

- 5.1 The planning policy context comprises three levels of policy – national, regional, and local. In each level there is both planning policy and guidance which combine to provide the framework for the assessment of the proposed development.
- 5.2 At local level, the Local Plan comprises two sections: Part 1 - Strategic Policies sets out the overall level and broad locations of growth up to 2026, and Part 2, which includes Development Management Policies, Site Allocations and Designations, and Policies Map. The Local Plan Part 2 was adopted by the Council on 16 January 2020 and replaces the Saved UDP Policies (2012) to deliver the detail of the strategic policies set out in the Local Plan Part 1.
- 5.2 In addition to the Local Plan, the council provides Supplementary Planning Documents (SPDs) to assist with the design development process, Document B - Planning Obligations SPD and Accessible Hillingdon SPD - September 2017.

6.0 Relevant Planning History

- 6.1 Several developments have been proposed between 1995 and 2017. The recent planning history of the site is as set out in the table below:

Reference	Location	Proposal	Received	Status
17155/APP/2017/1028	18-19 Ferndown & 47 Joel Street Northwood HA6 1NZ	Change of use from retail (Use Class A1) to create 2 x 1 bed flats (Use Class C3) (Prior Approval)	17/03/2017	Refusal (P)
17155/APP/2016/3527	18-19 Ferndown & 47 Joel Street Northwood HA6 1NZ	Change of use from retail (Use Class A1) to create 2 x 1 bed flats (Use Class C3) (Prior Approval)	23/09/2016	Refusal (P)
17155/APP/2016/3514	18-19 Ferndown & 47 Joel Street Northwood HA6 1NZ	First floor rear extension to create 1 x 1-bed self-contained flat with associated parking involving demolition of existing lean to at ground floor level.	20/09/2016	Appealed
17155/APP/2015/71	18-19 Ferndown & 47 Joel Street Northwood HA6 1NZ	Change of use of lower ground floor from Use Class A1 (Shops) to Use Class A2/B1/B8/D1/D2 (Financial and Professional Services/Offices/Storage/Non-Residential Institutions/Assembly and Leisure) and extension to ground floor level to create 1 x 2-bed self-contained flat with associated parking involving demolition of existing single storey storage building	09/01/2015	Refusal (P)
17155/APP/2014/3458	Domino's Pizza 47 Joel Street Northwood HA6 1NZ	Three storey attached building containing 2 x 1-bed self contained flats, conversion of basement into 1 x 1-bed self-contained flat, alterations to external staircase and demolition of single storey storage building	26/09/2014	Refusal (P)
17155/APP/2005/798	47 Joel Street Northwood	Erection of a rear extension over re-built lower basement/ground-floor extension	17/03/2005	Approval
17155/APP/2004/81	47 Joel Street Northwood	Installation of new shopfront and rear extractor unit and compressor units	12/01/2004	Approval
17155/APP/2004/79	47 Joel Street Northwood	Erection of a three-storey building for the storage and preparation of food	08/01/2004	Refusal (P)
17155/ADV/2003/90	47 Joel Street Northwood	Installation of internally illuminated fascia sign, an illuminated projecting sign and illuminated hung sign in window	11/12/2003	Approval
17155/B/95/1486	47 Joel Street Northwood	Change of use of ground floor from Class A1 (bakery) to Class A3 (restaurant)	26/09/1995	Appealed

7.0 Context Assessment

- 7.1. The application site is in the *Northwood Hills Minor Town Centre* as identified in the Hillingdon Local Plan Part Two: Development Management Policies and the site is within the Primary Shopping Area boundary.
- 7.2. The existing building at Joel Street, as noted above, comprises of a three-storey building and a basement.
- 7.3. The part of the property facing Ferndown is a single storey storage building with vehicular access. The access to the two residential upper floors of the building at Joel Street is arranged via an external staircase from Ferndown running along the southern wall of the existing storage building between the building and the site boundary.
- 7.4. The property is arranged with an offset in level of one storey between the ground floor at Joel Street and ground level on Ferndown. Ground level at Ferndown is level with the basement on Joel Street. The basement presently provides storage facilities accessed via Ferndown and is currently vacant, the ground floor is a Domino's Pizza take-away business and the first and second floors at Joel Street have residential use.
- 7.5. A photograph of the existing site are attached at Appendix 1.

8.0 The Applicants' Requirements

- 8.1. The Applicant seeks to redevelop the site and provide a mixed-use scheme refurbishing the basement at Joel Street and developing a new three storey building facing Ferndown. At present the storage building to the rear of the site is derelict and there has been no market interest in locating in the basement as it is a deep plan space with no daylight.
- 8.2. 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 in particular at DME 3 (C) and (i) and (ii).
- 8.3. The Applicant considers that the formation of a business unit from part of the existing disused basement and the construction of two new business units is the type of development supported by DME (C).
- 8.4. The proposed use to the basement at Joel Street and ground and first floor at Ferndown is use Class E.
- 8.5. The location of the development, close to public transport but not directly situated on a busy shopping street makes the proposed units 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).
- 8.6. The proposed use to the second floor and attic at Ferndown is C3(a) Dwelling houses.
- 8.7. The new building is proposed detached from the main building at Joel Street to form a private courtyard providing access to the business units and to improve the daylight conditions in the basement, which, at present, is neither naturally lighted nor ventilated.
- 8.8. The Applicant's key requirements are as follows:

- 8.8.1. Basement at Joel Street – make suitable for business use with improved daylight conditions by means of larger openings facing a private courtyard framed by boundary walls.
- 8.8.2. New building facing Ferndown with business use at first floor and part of the ground floor, and residential use at second floor and above. The residential provision is for a *2 Bed 3 Persons* flat with an under croft for cars/bicycles and refuse bins.
- 8.8.3. Separate entrances to the different uses: entrance off Ferndown to the residential use and side courtyard entrance to the business use.
- 8.8.4. Ground Floor – Dominio's Pizza at trading space off Joel Street and ancillary spaces to remain undisturbed.
- 8.8.5. New staircase to the two residential upper floors of the building at Joel Street.

9.0 Flood Risk Assessment

- 9.1 The Environment Agency Flood Risk Map for the postcode area HA6 1NZ 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.

10.0 Access

- 10.1 The PTAL rating for the site is 3 reflecting the distance to the local stations and bus stops.

11.0 Design Development

- 11.1 The Mayor of *London Housing Design Guide (Interim Edition)* and the *Lifetime Home Standards* have been used to inform the space standards for the proposed residential unit. A comparison of the requirements of the Mayor London Housing Design Guide and the proposal is set out below.

AREA SCHEDULE				LONDON HOUSING DESIGN GUIDE		
Level	Use	GIA (m ²)	Amenity (m ²)	GIA (m ²)	Amenity (m ²)	Percentage in Excess of The London Guide
Ground Floor	Entrance & Stairs Bins & Cycle Store Garage	6 7 17,4				
Second Floor	Stairs & circulation Kitchen Living and Dining * Bedroom 02** Terrace Bathroom	10,7 8,1 17,8 11,3 4,9	7	7,5 17,5 8 4,4	6	8,00% 1,71% 41,25% 16,67% 11,36%
Third Floor	Stairs & circulation Bedroom 01** Bathroom (En-Suite) Storage	9,4 16 5,6 Inc. in Bedroom		12 0 2		33.33%
<i>Net Internal</i>		<i>63,7</i>		<i>54</i>		<i>17.96%</i>
<i>Circulation</i>		<i>26,1</i>		<i>19</i>		<i>37.37%</i>
<i>Partition walls</i>		<i>3,5</i>		<i>3,5</i>		
<i>GIA</i>		<i>93,3</i>		<i>77</i>		<i>21.96%</i>

* Living & Dining

The figure results from the *Combined Kitchen/Living/Dining: 25m²* space standard

** Bedroom

The figure results from the combination of bedroom space and storage space

11.2 The size of the proposed apartment is therefore more than the Mayor of London Residential design guide space standards – with a net internal area 18% bigger than the minimum space standards.

11.3 The proposed residential unit incorporates Lifetime Homes principles to enable initial or later adaption through simple and cost-effective measures to allow occupation by a diverse range of households. The design is considered against Lifetime Homes requirements below:

Car parking width: The width of the car parking space is at present designed to be 3000mm. This could increase to 3300mm by the removal of the partition between the storage area and the garage

Moving from the parking space to the home: The car parking space is close to the home entrance and the footpath between the two is level with no steps.

Approach to the home: The footpath approaching home is level with no steps.

Entrances: The Entrance is proposed lit, with no steps, and covered for weather protection.

Communal stairs and lifts: Not Applicable

Doorways & hallways: The width of internal doorways and hallways will comply wherever possible with the standard.

Space to turn and move around: Living and dining area will be capable of sufficient clear floor space to enable a wheelchair user to turn around. Other rooms will have sufficient space for a wheelchair user to circulate and approach essential facilities.

Living room: Living rooms will be on the same level as the entrance into the dwelling.

Convenient bed-space: Bedroom 02, at entrance level, could be used as a entrance floor bed-space.

Accessible WC and potential shower: The unit will have a wheelchair accessible WC and adaptable shower (proposed as bathtub) at entrance level.

Bathroom walls: Bathroom and cloakroom walls will support grab rail if these are required.

Getting upstairs: - The stairs in the flat will have adequate width to enable convenient use of a stair lift if this becomes necessary.

Getting between bedroom and bathroom - potential hoist: The layout is proposed to allow a short distance, and simple route, between a main bedroom and the en suite bathroom. A short distance is secured also between the convenient bed-space and the bathroom at entrance level.

Bathroom layout: Bathrooms provide space either in front of or beside facilities so that users with limited mobility but not using a wheelchair will have sufficient room to use the facilities. The bathroom can be adapted to be wheelchair accessible by combining it with the en-suite bathroom.

Windows: Windows will have handles so they can be easily opened by those with limited reach. The glass door in the living room will enable a seated person to have a view to the outside.

Sockets and controls: Sockets, switches and controls will be located at a height which allows any potential occupant of the dwelling to reach them comfortably.

11.4 *AmenitySpace*

The flat features a terrace with an area of 7 square meters overlooking a public street.

11.5 *Materials*

The palette of materials reflects a pragmatic requirements for a robust and easily maintained building. The building is proposed in red multicolour bricks (<https://www.wienerberger.co.uk/product-range/bricks/ashington-red-multi.html>) to harmonize with the context but at ground floor it is wrapped by a British cedar timber cladding providing a softer and contemporary touch at street level.

Over time, the timber will weather to a silver-grey colour.

(<https://www.vastern.co.uk/cladding/british-western-red-cedar/>)

Powder coated aluminium window frames and the metal gates and courtyard staircase are proposed in a dark bronze finish, complementing the red brick.

A metal standing seam cladding is proposed for the roof and the access stairs as shown on application drawing PL02.05. See <https://www.leckhamptonroofing.co.uk/services/metal-standing-seam/>

A permeable outdoor finish based on natural stones and resin will limit the risks of local flooding. (<https://www.gclproducts.co.uk/c/resin-bound-gravel-surfacing/resin-bound-gravel-kits/page/2/>)



Proposed Materials

11.6 *Proposal assessment against the Local Plan Part 2 - Development Management Policies*

This section provides an assessment of the Proposed Development against the relevant Local Plan Policies.

11.7 *Policy DMHB 11 - Design of New Development.*

The new development harmonises with the local context having considered the scale, height mass and bulk of the adjacent structures.

Although at present there is no clear and consistent demarcation between the highway and the Applicant's land or adjacent plots along Ferndown - the proposed design respects the building line of the main walls of the properties to either side.

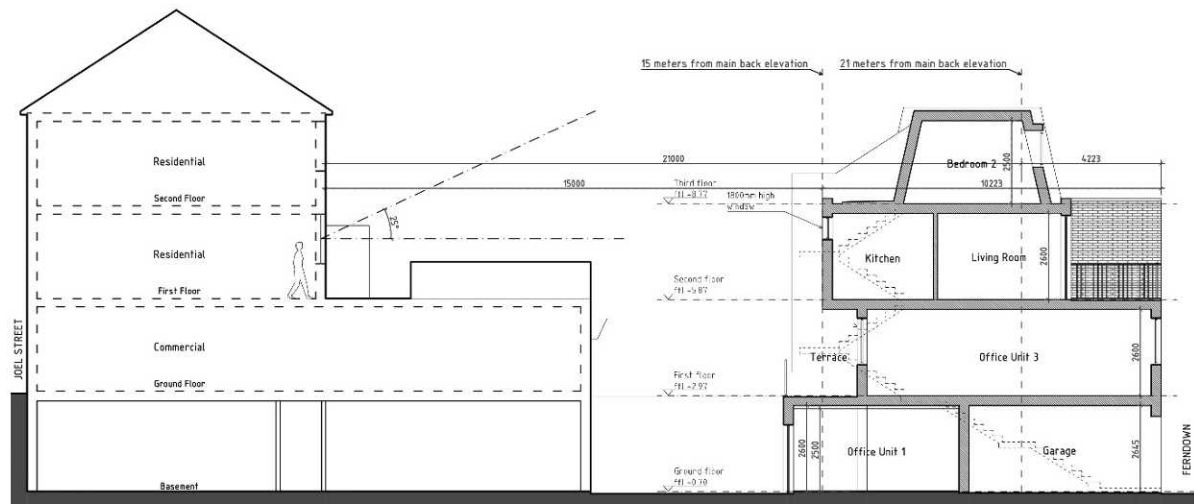
- 11.8 The development is not the first development to the rear of the Joel Street properties on Ferndown and there are original buildings at the north end of the road behind 33 Joel Street and a more recent two storey development at development at 1-4 Ferndown (Lynx House) to the rear of 37-41 Joel Street. At 53-55 The Broadway, to the south of the proposed development site, is a four/five storey building to the rear of the Broadway – some properties on Joel Street and this building provides a context for the additional height proposed in the development.

The roof of the proposed building is designed stepped back to present a reduced mass and bulk compared to the existing building adjacent at 53-55 The Broadway. The proposed terrace located on the southern corner of the main elevation is positioned so that it will not overlook neighbouring private open spaces on the opposite side of Ferndown. The building directly opposite the site is a pair of disused garages while the adjacent rear garden to 55 Briarwood Drive is screened from overlooking by a screen of mature trees safeguarding adjacent privacy. These elements are illustrated on the annotated aerial on the following page.

- 11.9 The new development does not adversely impact on the amenity daylight and sunlight of adjacent properties and open spaces nor harms the privacy of the existing residential units above the commercial uses on Joel Street.

The habitable room facing the rear of the properties on Joel Street – at same level of existing habitable rooms within 47 Joel Street is set at 15 meters from the main back elevation. The proposed window stands 1800 mm above the finished floor and is thus provided for daylight and ventilation and will not facilitate overlooking of the existing residential units.

In designing the proposed development care has been taken to safeguard the daylight to nearby buildings. The new development respects the 25-degree rule for the maintenance of daylight to the existing habitable rooms in the Joel Street residential units as illustrated in the extract from application drawing PL2.06 below.



Extract from application drawing PL2.06



Aerial view mass and overlooking (paragraph 11.7 above).

11.10 Provision for well-designed and adequate internal storage space for waste has incorporated in the proposed development. There is an easy to access bin area within the property boundary, at the side of the residential staircase and in the courtyard to the business units. No published standards were located for the London Borough of Hillingdon and so the provision has been calculated as follow:

- 120 litres wheeled bin for residual waste and a 120 litres wheeled bin for dry recycling and 23 litres for food waste for the residential unit,

- 240 litres wheeled bin for residual waste and a 240 litres wheeled bin for dry recycling and a 23 litres for food waste for the business units.

11.11 *Policy DMHB 15 Planning for Safer Places*

The proposal responds to this policy requirement as follows:

- the new development will provide visible, safe, and accessible entrances to the flat and the business units
- the development will provide natural surveillance of the publicly accessible areas on the site
- and will provide clear delineation between public and private use
- Appropriate lighting will be provided at entrances

11.12 *Policy DMHB 16 Housing Standards*

In addition to the information set out at paragraphs 11.1 to 11.4 above, the proposed residential unit complies with the minimum standards set out at Table 5.1 of the Local Plan – Part 2. The minimum ceiling height is 2.5 meters.

11.13 *Policy DMHB 17 Residential Density*

The Table 5.2: *Residential Density Matrix* for a town centre with a PTAL 3 and a Suburban/Urban setting sets out reference values of 200 - 510 hr/ha and 80 - 170 u/ha.

The proposed development sits on a site of 0.0228 ha.

The existing flats have 2 habitable rooms each to a total of 4 existing habitable rooms. The proposed flat will feature 4 habitable rooms including the kitchen for a total on site of 8 habitable rooms.

The site has a PTAL of 3. The addition of the proposed apartment with 4 habitable rooms gives a density of 347hr/ha and 130 u/ha putting the development within the acceptable values of the density matrix for a site with this PTAL and setting.

The applicant considers that an increase in density - such as the proposed is natural urban development and growth and is good planning since the site is underused at present and is close to residential infrastructure including the highway in Ferndown, the local facilities and the Underground Station..

11.14 *Policy DMHB 18 Private Outdoor Amenity Space*

The proposed residential unit will provide a good quality and usable private outdoor amenity space at the same level as the indoor living area. The minimum provision for amenity space of 25 square meters as set out in Policy DMHB 18 is not met but the provision, as noted above, meets the *London Housing Design Guide (Interim Edition)*. As the internal space is greater than the minimum requirements by almost 22% – see 11.1 above this offers some mitigation for the lower provision of external amenity space.

The Applicant considers that exceptions to the full provision of outdoor amenity area requirements could apply in special circumstances such as the provision of new residential units located within town centre locations.

12.0 *Parking Standards*

12.1 The present storage building features a vehicular access with garage doors swinging out over the public highway. The proposed development allows for one garage allocated to the residential unit.

12.2 The proposed development complies with the parking standards outlined in Appendix C Table 1 to the Hillingdon Local Plan Part Two - Development Management Policies (a) Specific requirements and (b) Parking requirements:

12.2.1 The garage is of adequate size (3000 mm x 6000 mm)

- 12.2.2 Access doors do not open out over the highway.
- 12.2.3 A timber roller shutter garage door is proposed, remotely controlled, operating vertically to avoid obstructing the public pavement.
- 12.2.4 Enough space is provided to allow access for wheelchair users.
- 12.2.5 The maximum number of spaces allowed for 1- 2 Bedroom flat is 1.5 – 1 spaces per unit. (The standards contained within Appendix 1 Table C are expressed as maximum levels and do not imply any minimum level).
- 12.2.6 To allow visibility from the street of a vehicle manoeuvring and exiting the garage, an opening to the southern side of the wall has been provided secured by louvres to allow a view towards approaching traffic from the bend on Ferndown more than 20m away. The edge of the building is 2.6m from the edge of the highway providing further protection for pedestrians and vehicles approaching the site. The set back is shown on application drawing PL02.09, while the opening to the garage is shown on PL02.03.

12.3 As the site is in a town centre, in close proximity to public transport, the office use is proposed car parking free, in line with the London Plan 2016 Policy 6.13: *Parking identifies the need for an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.*

12.4 The following extract is from Appendix 1 Table C. Use Classes recent amendments, effective from the 1st September 2020, but not yet been incorporated in the Local Planning Documents. B1 office has been taken as the appropriate parking requirements for use class.

Use Class	Description	Car Parking Standard <i>All standards are maximum, unless otherwise stated</i>	Cycle Parking Standard <i>All standards are minimum unless otherwise stated</i>
B1	Offices	1 space per 50 – 100 sqm of gross floor space	1 per 250 sqm
C3	1 – 2 bedrooms	1.5 spaces per dwelling	Dwellings with 1-2 bedroom: 1 space. Dwellings with 2+ bedrooms: 2 spaces.

12.5 In 2003 the London Borough of Hillingdon granted permission for the *Erection of a two-storey building for office use with 2 integral garages (involving demolition of existing block of 4 lock-up garages)* at 1-4 Ferndown Northwood. Reference 58995/APP/2003/2748 almost adjacent to the application site.

12.6 This development approved an integral garage at the property and so the Applicant concludes that since conditions at this site are almost identical to the application site an integral a garage is acceptable and not detrimental to highway and pedestrian safety.

12.7 As noted in the table at 12.4., cycle parking provision must be made when proposing a new development. The proposed development allows for:

- 2 cycle spaces for the Class C3 unit.
- 4 cycle spaces for the Class E (former B1) units

12.8 With reference to cycle parking, the proposed development complies with the parking standards outlined in Appendix C Table 1 to the Hillingdon Local Plan Part Two - Development Management Policies *(a) Specific requirements and (b) Parking requirements:*

- 12.9 The parking bay size is of adequate size (600 mm x 1800 mm).
- 12.10 Parking for bicycles are in a safe, secure and accessible location, are sheltered and near to the buildings entrances and Sheffield stands are proposed to the private courtyard.
- 13.0 Conclusion**
- 13.1 The existing land off Ferndown is derelict at the edge of the Highway and the long deep basement with little natural light under 46 Joel Street is difficult to let and thus an inefficient use of space in a town centre location – there is thus an obvious need and good planning reasons for redevelopment.
- 13.2 There is already a precedent for this type of development in Lynx House at 1-4 Ferndown.
- 13.3 The height, scale and mass of the building reflects the immediate site characteristics particularly the earlier development to the rear of 53-55 The Broadway which is the highest building along Ferndown.
- 13.4 The external amenity area, although not meeting the local Plan standards, is of a good size and orientation and complies with the Mayor of London Standards. Some mitigation for the lack of external amenity space has been provided in the provision of a increased internal space within the residential unit.
- 13.5 The proposal includes small Class E spaces which the London Borough of Hillingdon promotes through the Local Plan.

Appendix 1 –Existing Site Photographs



Derelict garage building (white door) is the application site.

