

The Beer Barrel Ltd.



47 Joel Street Northwood Hills HA6 1NZ

Design & Access Statement

April 2021
ICE19.247.301.004

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ICE Environmental Policy 2021

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 CABE 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	CURRENT REVISION
PL01.00	LOCATION PLAN	1:1250 @ A3	A
PL01.01	GROUND FLOOR AND BASEMENT PLAN - EXISTING	1:100 @ A3	B
PL01.02	FIRST FLOOR AND SECOND FLOOR PLAN - EXISTING	1:100 @ A3	B
PL01.03	SOUTH AND EAST ELEVATIONS - EXISTING	1:100 @ A3	B
PL01.04	NORTH ELEVATION - EXISTING	1:100 @ A3	B
PL02.01	LOWER GROUND & GROUND FLOOR PLANS (GROUND AND FIRST AT FERNDOWN) PROPOSED	1:100 @ A3	C
PL02.02	FIRST & ROOF PLANS (SECOND AND ROOF AT FERNDOWN) PROPOSED	1:100 @ A3	C
PL02.03	SOUTH ELEVATION - PROPOSED	1:100 @ A3	C
PL02.04	NORTH ELEVATION - PROPOSED	1:100 @ A3	C
PL02.05	EAST AND WEST ELEVATIONS PROPOSED	1:100 @ A3	C
PL02.06	LONGITUDINAL SECTION AA PROPOSED	1:100 @ A3	C
PL02.07	STREET ELEVATION EXISTING & PROPOSED ALONG FERNDOWN	1:200 @ A3	C

2.0 Document Status

- 2.1. The report is issued to accompany the submission of a revised planning application to Hillingdon Council on the 13th April 2021.
- 2.2. The revised application is submitted to amend the design according to the reasons raised by the Local Planning Authority following refusal of Application Ref. 17155/APP/2020/3664 dated the 5th January 2021 in decision notice dated 2nd March 2021.
- 2.3. The reasons for the refusal as set out in the Decision Notice are the following:
 1. *The proposed four storey building, by virtue of its size, scale, bulk, depth and proximity, would be detrimental to the amenities of the adjoining occupiers, by reason of overdominance, overshadowing, visual intrusion, loss of light, loss of outlook and loss of privacy. Therefore the proposal would be contrary to policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies.*
 2. *The proposed four storey building by reason of its siting in this visually prominent position, size, scale, bulk, overall height and design would be an incongruous addition, which would be unduly prominent, overly dominant and out of scale with the character, appearance and visual amenities of the surrounding area and street scene. Therefore the proposal would be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), Policies D3 and D4 of the London Plan (2021) and the NPPF.*
 3. *The proposal, by reason of its design and layout fails to provide a development which meets the requirements of people with disabilities and would therefore give rise to a substandard form of working and living accommodation to the detriment of the amenity of future occupiers. The proposal is thus contrary to Policies D5 and D7 of the London Plan (2021).*

- 2.4. The proposed development has been revised to address the issues raised in the Decision Notice. The new development:
- has been reduced in size, scale, bulk, depth, and proximity to adjacent buildings by eliminating one storey (the building now proposed is three storeys high including the habitable loft space).
 - proposes commercial units which meet the requirements of people with disabilities. The residential unit meets Building Regulation requirement M4 (2) 'accessible and adaptable dwellings'.
- 2.5. At section 11.0 below the new development proposal is described in detail.
- 2.6. At section 12 below the proposal is assessed against the Local Plan Part 2 - Development Management Policies and there is a further review of the main planning issues which lead to the refusal of the original planning application in March 2021.

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 one business space unit at ground floor (Use Class E) and one maisonette at first and second floors (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 planning authority provides Supplementary Planning Documents (SPDs) to assist with the design development process. Reference has also been made to Document B - Planning Obligations SPD and Accessible Hillingdon SPD - September 2017.

6.0 Relevant Planning History

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

Reference	Location	Proposal	Received	Status
17155/APP/2020/3664	The Broadway 47 Joel street Eastcote	Erection of a four-storey building to create two business units and 1 x 2-bed residential unit involving demolition of existing store/garage to rear and remodelling of existing basement to increase business use	05/01/2021	Refusal
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. (See photograph at Appendix 1).
- 7.4. The property is arranged with a one storey level change between the ground floor at Joel Street and the ground level on Ferndown. Ground level at Ferndown is thus at the same level as the basement on Joel Street. The basement presently provides storage facilities accessed via Ferndown but 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. Photographs of the existing site are attached at Appendix 1 and in document reference ICE19.247.301.003 – Site Photographs.

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 occupying 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 floor at Ferndown is planning 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 first floor and second floor/roof space at Ferndown is C3(a) Dwelling houses.
- 8.7. The new building is proposed to be 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 lit 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 part of the ground floor, and residential use at first and second floor above. The residential provision is for a 2 Bed 3 Persons maisonette with an undercroft 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 – Domino’s Pizza Unit off Joel Street and ancillary spaces to remain undisturbed.

8.8.5. Refurbished 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, as also shown in the London Borough of Hillingdon critical drainage map (Fig 1.1) for the area with the site indicated.

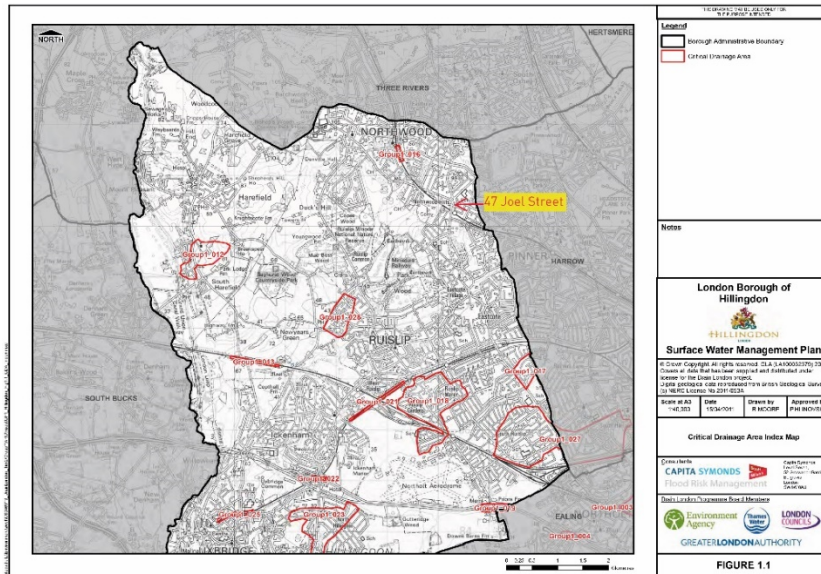


Fig 1.1. London Borough of Hillingdon critical drainage map

9.2 During the validation process of the original application, despite the above, the Hillingdon Team has requested the submission of a Flood Risk Assessment. This was provided as a separate document – reference ‘Argyll Environmental report reference: AEL-0016-LFLC-1015748 – report dated 22nd December 2020’.

9.3 The Flood Risk Assessment confirms that the site is not considered to be at a significant risk of flooding, and it is submitted with this revised application.

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 proposed development consists of a three-storey building located to the end of the property site, with the main elevation on the boundary facing Ferndown. This creates a courtyard between the main building and the new development. This design decision would allow:

- direct light to the existing basement,
- a physical distance from the main building that shows that the new development is subsidiary to the existing building on Joel Street.
- an increase in the permeability of the site which would contribute to a more efficient disposal of surface water.

11.2 The roof on the new development is set back from the main elevation on Ferndown and therefore as is usual with this design feature the building will be perceived as less imposing and bulky when viewed from Ferndown.

- 11.3 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				MAYOR OF LONDON HOUSING DESIGN GUIDE		PERCENTAGE IN EXCESS OF THE LONDON GUIDE
Level	Use	GIA (m2)	Amenity (m2)	GIA (m2)	Amenity (m2)	
0 - Ground Floor	Entrance and Stairs	9				
	Bins & Cycle Storage	5.5				
	Garage	17.5				
1 - First Floor	Stairs and circulation	12				
	Kitchen + Living and Dining	25.65		25		2.60%
	Bedroom 01**	11.1		8		38.75%
	Terrace		7		6	16.67%
	Bathroom	4.8		4.4		9.09%
3 - Third Floor	Stairs and circulation**	8.8				
	Bedroom 02	17.5		12		45.83%
	Bathroom (En-Suite)	5.6		0		
1 & 2 Floors	Storage	Included in Bedrooms		2		
Net Internal		64.65		54.5		18.62%
Circulation		29.8		19		56.84%
Partition walls		3.5		3.5		
GIA		97.95		77		27.21%

**

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

- 11.4 The size of the proposed apartment is greater than the Mayor of London Residential design guide space standards – with a net internal area 18% bigger than the minimum space standards.
- 11.5 The residential unit incorporates M4 (2) 'accessible and adaptable dwelling provisions and 'Lifetime Homes' principles to enable initial or later adaption for occupation by a diverse range of households.
- 11.6 *AmenitySpace*
The residential unit has a south east facing terrace with an area of 7m² overlooking a public street.
- 11.7 *Materials*
The palette of materials reflects a 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 wider context. At ground floor a British cedar timber cladding is proposed to provide a softer and contemporary touch at street level.

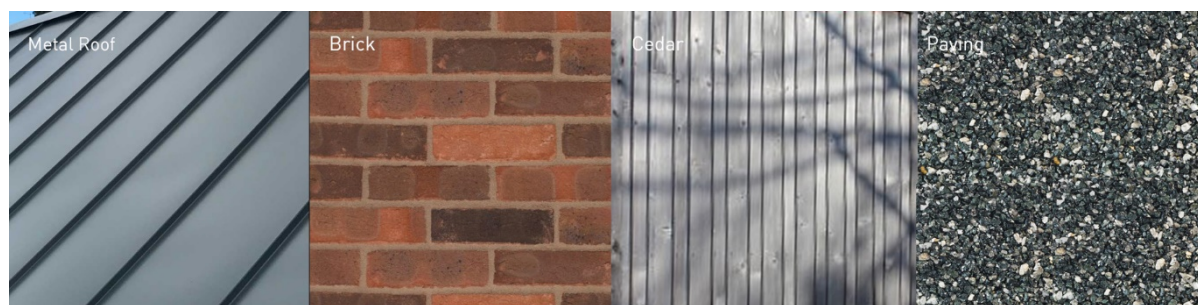
Over time, the timber will weather to a silver-grey colour.

(<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 contribute to limit the risks of local flooding. (<https://www.gclproducts.co.uk/c/resin-bound-gravel-surfacing/resin-bound-gravel-kits/page/2/>)



Proposed Materials

12.0 Proposal assessment against the Local Plan Part 2 - Development Management Policies and the main planning issues noted in Decision Notice dated 2nd March 2021 (Refusal)

12.1 This section provides an assessment of the Proposed Development against the relevant Local Plan Policies. The reasons for refusal of the first application, as set out at paragraphs 7 of the Delegated Decision, are considered and a description provided as to how these matters have been addressed in the revised application.

12.2 *Policy BE1: Built Environment, Policy DMHB 11 - Design of New Development and Policy DMHB 12: Streets and Public Realm*

The new development harmonises with the local context having considered the scale, height mass and bulk of the adjacent structures. The building proposed in this revised application is three storeys and is thus one storey less than the previous application.

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.

The development is not the first development to the rear of the Joel Street properties on Ferndown and there are original buildings to the north end of the road behind 33 Joel Street and a more recent two storey 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 and this building provides the immediate context for the additional height proposed in the new development.

The roof of the proposed building is designed set back to present a reduced mass and bulk to the street scene. The new development at two storey plus roof would therefore be of a similar form and scale to the domestic buildings along Ferndown or Briarwood Drive, which are generally two storey semidetached houses with steeply pitched roofs.

The proposed residential terrace is located on the southern corner of the main elevation so that it will not overlook neighbouring private amenity 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. These conditions are illustrated on the annotated photographs on the following page.

The proposed development improves the quality of a poor public realm and contributes, with the proposed residential unit, to the creation of a safe and secure environment by promoting natural surveillance of the street -where it is only remote at present from the residential units on Joel Street.



ICE Architects picture of the garden at No.55 Briarwood Drive from the terrace at 47 Joel Street - January 2021



Aerial view mass and overlooking (paragraph 11.7 above)

12.3 *Response to 7.1 of the Delegated Report - Impact on the amenities of the occupiers of neighbouring residential properties*

The revised proposal has been reduced in height by one storey in response to the assessment that the previous proposal had an impact on amenity of neighbouring occupiers. The proposed building is set back approximately 16.9 m from the rear of No 47 Joel Street and approximately 8.9 m from an existing terrace that is used as shared access and amenity space to the existing flats above 47 Joel Street. As the site photographs show from this elevated position there is already some overlooking of windows and gardens at adjacent properties.

- 12.4 The proposed development includes a translucent window serving the kitchen and a high-level window serving the main bathroom on the rear elevation facing Joel Street. No windows are proposed at loft level, facing the main building.

There is no direct overlooking to the private amenity of the properties on the opposite side of Ferndown. The principal windows, serving living room and bedrooms face Ferndown – a public space. Where there is the potential for oblique overlooking one of the windows to bedroom 1 is proposed to have translucent glass. There is no loss of amenity to the garden to No. 55 opposite to the development site since as noted above there is a tree screen to the garden and part of the remaining garden outside of the tree screen is already overlooked by the first-floor windows at Lynx House.

There is no loss of amenity at No.27 as the proposed windows and terrace overlook two garages and a public side area garage/parking area as illustrated below.



Corner of the Property at 27 Ferndown – Google Street View Screenshot



ICE Architects picture of the Corner of the Property at 27 Ferndown from the terrace at 47 Joel Street - January 2021

The area to the side of 27 Ferndown cannot be considered private amenity space as it is open to the highway and is clearly used for parking and bin storage and not as the main private amenity for the dwelling.

- 12.5 A similar context is found on the opposite side of Joel Street where at Fairfield Court; a residential development has been approved on land to the rear of the commercial units. This is illustrated below where second floor windows overlook a private garden.

The Applicant believes that the planning assessment should consider that it is good planning practice to develop such sites along a public street, and in a local centre and where the proposed development has incorporated design features to limit overlooking and cause less harm to adjacent residents than the position at present at Fairfield Court.

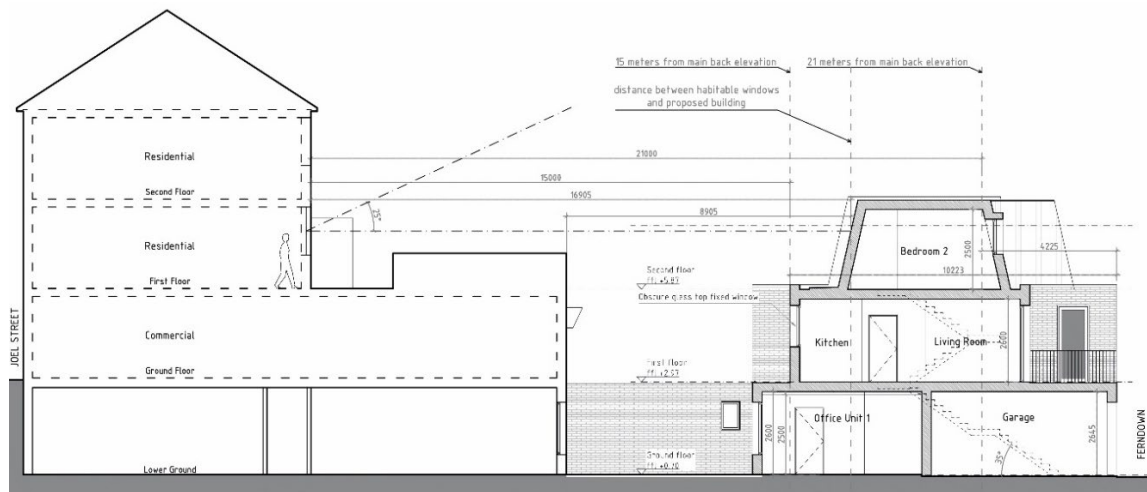


Fairfield Court

12.6 *Daylight and sunlight to neighbouring windows*

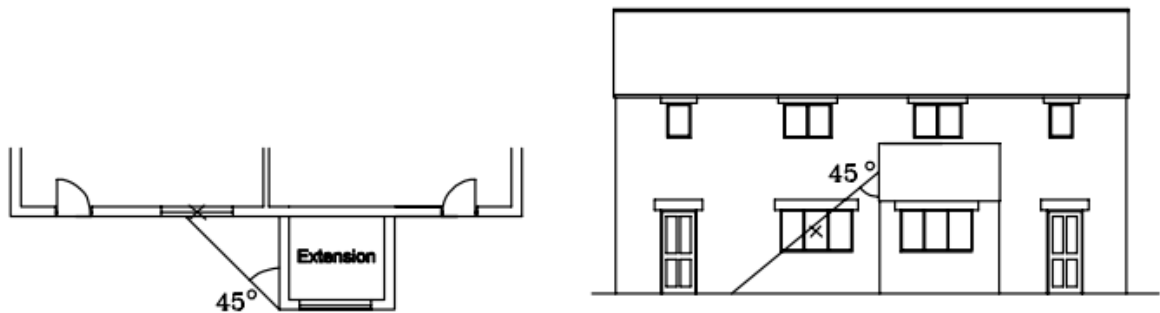
The proposed development has been considered against the 25- and 45-degree rules to assess the effect on the daylight to existing buildings.

In the 25-degree test if the development does not bisect a line at a 25-degree elevation from the centre line of the lowest habitable window, then it is unlikely the new development will have any harmful effect in daylight and sunlight to existing properties. The application of the rule to the proposed development is illustrated in the extract from application drawing PL2.06 Rev C below.



Extract from Revised Application drawing PL2.06 Rev C

The 45-degree test is used to check extensions to an existing building which are perpendicular to the affected window – as in the illustration below.

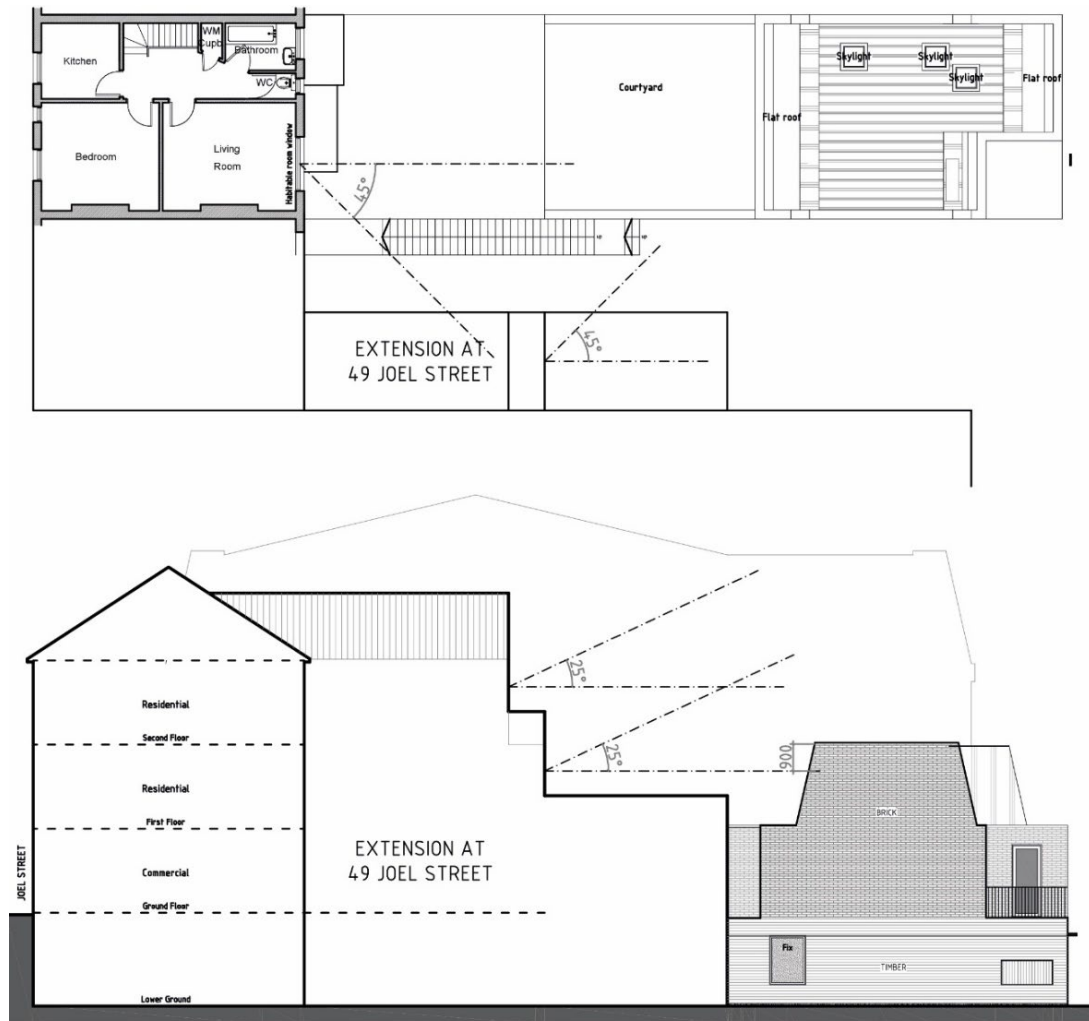


45-degree rule diagram

If the 45-degree line from the centre of the window intersects with the extension in either the horizontal or vertical plane, then daylight and sunlight levels could be adversely affected. The proposed development is not an extension and is completely detached from the main building at No 47 Joel Street and therefore the 25degree test is the metric to assess harm to existing conditions.

This is also because No. 49 already has a rear extension that largely stretches beyond the 45-degree line of sight from the windows at No. 47 Joel Street, as does the 4-storey building to the rear of 53-55 The Broadway.

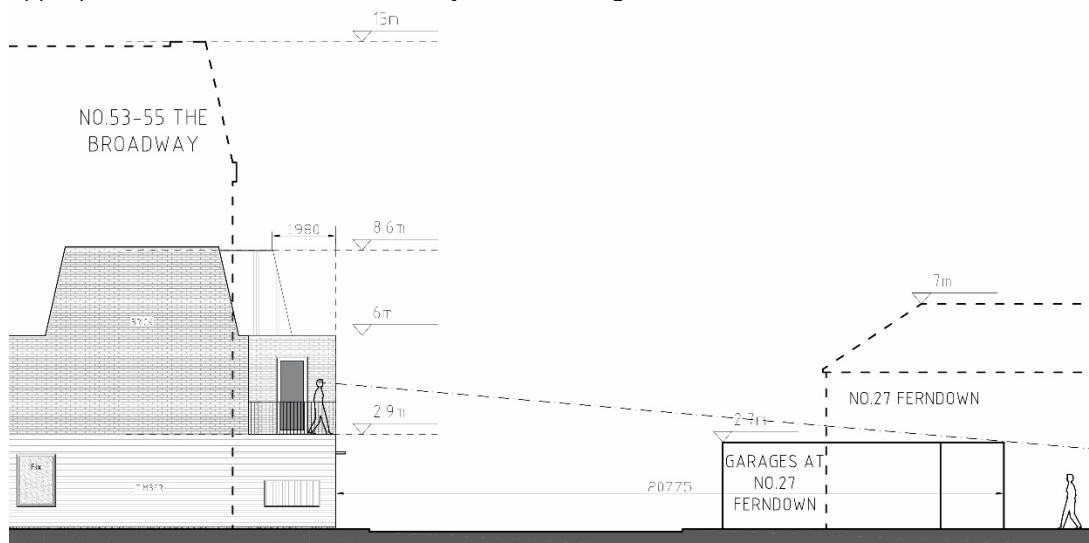
These conditions are shown in the illustration on the following page.



45 Degree and 25 Degree rules applied

12.7 Response to point 7.2 of the Delegated Report – Impact on Street Scene

The proposed building has been reduced in height by removing a storey from the previous proposal. The overall height of the building will therefore be approximately 8.6m above assumed grade level while the adjacent semi-detached houses are approximately 7m to ridge level, while the building at No 53-55 The Broadway is approximately 15m to roof level. The proposal is therefore of an appropriate scale between the two adjacent buildings.



Heights of neighbouring buildings

12.8 *Policies DMT1 - Managing Transport Impacts and DMT2 - Highways Impacts*

The planning authority concluded that the traffic generated by the previous application to be acceptable in terms of local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. The present application proposes less development than the previous application and is thus considered by the applicant to have no significant highway impact.

12.9 *Policy DMT6 – Vehicle Parking and Council adopted Parking Standards*

The previous application was considered to have complied with the parking standards outlined in Appendix C Table 1 to the Hillingdon Local Plan Part Two. Paragraph 7.4 of the Officer's Report on the previous application concluded that the car parking proposed for the residential unit, the car free commercial space and the provision of cycle spaces were acceptable.

These elements are unchanged in the revised application.

12.10 *Policy DMHB 16 Housing Standards*

As set out at paragraphs 11.1 to 11.5 above, the proposed residential unit complies with the minimum standards set out at Table 5.1 of the Local Plan – Part 2. The ceiling height is 2.5 meters in the habitable roof space and 2.6 meters in the rest of the residential unit.

The residential unit features dual aspect with opening windows on two sides for better daylight and natural cross ventilation.

12.11 *Access Amenity and Security Considerations*

As noted in the Officer's Report on the previous application (paragraph 7.5) the previous scheme was concluded to be acceptable with a shortfall in private amenity space mitigated by the proximity of local outdoor space. The London Plan also allows for the mitigation of lower private outdoor space provisions through the construction of units with larger space provision and this approach has also been adopted in the revised proposals.

12.12 *Operational Refuse & Servicing Requirements*

The provisions of the previous scheme were deemed acceptable, and no substantial changes have been proposed in the present submission even though the number of commercial units to be provided has been reduced.

12.13 *Access*

The Access Officer has advised in the Delegated Report (paragraph 7.6) that wheelchair access into the new commercial units is required and residential units must comply with Policy D5 Inclusive Design and D7 – Accessible housing. To respond to the reasons for refusal the following measures are proposed in the revised application:

12.14 *Commercial Units*

The commercial units present no disability barriers. The three steps and long landing at the bottom of the existing stair that leads to the residential units at first and second floor of No 47 are now proposed to be demolished and rebuilt closer to the main flight of steps to the residential units to allow a step free access to the commercial courtyard.

The commercial units also feature unisex accessible toilets.

12.15 *Residential Unit*

As noted at paragraph 11.5 the residential unit incorporates M4 (2) 'accessible and adaptable dwellings' provisions as well as the principles of 'Lifetime Homes'.

It is noted that only the entrance to the residential unit is located at ground floor, the maisonette living areas are located at first and second floor. A private stair connects the entrance storey to the storeys above.

In principle the London Plan, (and the Local Plan), would expect the installation of a lift to allow step – free access into dwellings.

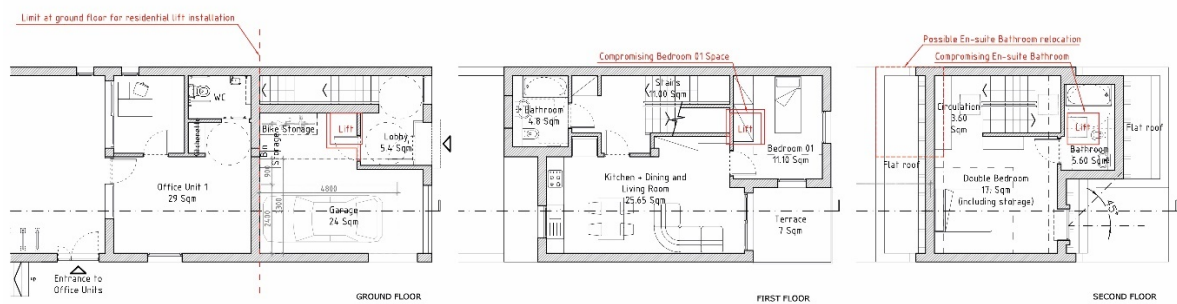
However as indicated at point 3.7.6 of the London Plan, there are exceptional circumstances - such as specific small-scale infill developments and stacked maisonettes – where the provision of a lift to dwelling entrances may not be achievable. In those circumstances – and only in blocks of four storeys or less – the plan advised that it may be necessary to apply some flexibility in the application of this policy.

Notwithstanding the above, the design team has tested the possibility of including a space at each floor where a lift could be installed, to provide a fully step-free residential unit. The outcome of this exercise shows that, in a small site such as the application site, the amount of circulation space relative to the habitable space would result in an unviable development. The results of this design study are set out below.

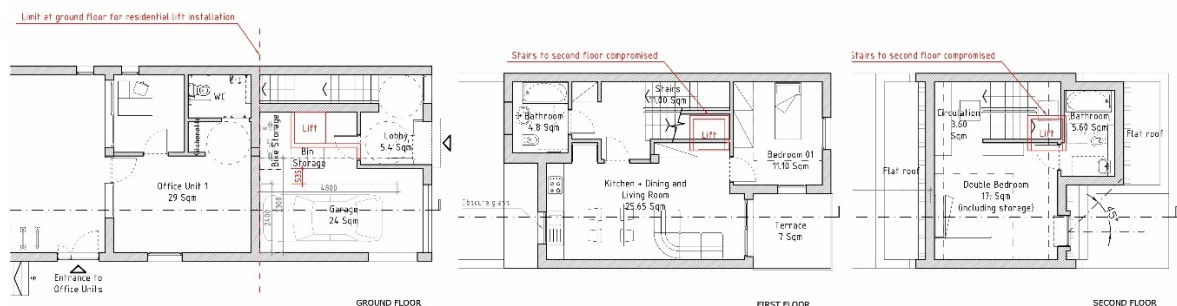
12.16 *Provision of Lift in Residential Unit*

In the first option the installation of a lift would completely jeopardise the practical use of bedroom 01 while in the second option the introduction of the lift would compromise the position and practicality of the staircase to the second floor.

OPTION 01



OPTION 02



Planning Studies for the installation of a lift in the maisonette area

- 12.17 The Applicant therefore proposes a design that will allow a future installation of a stairlift, if necessary, as an acceptable compromise, for this location. This will allow this site to be developed in accordance with the London Plan advice that Boroughs should pro-actively increase the rate of housing delivery from small sites as a strategic priority (Policy H2 Small sites).

The M4 (2) design provisions included in the proposal are described in the sequence set out in the Lifetime Homes guidelines. For the purpose of this document the entrance level is considered at first floor.

Car parking: The car parking bay is at present designed to be 3300mm, as a standard parking bay enlarged to one side to have a minimum of 900mm as a clear access zone.

Moving from the parking space to the home: The car parking space is directly connected to the lobby of the home entrance and the route between the two is level with no steps.

Approach route to the home: The approach route is safe and convenient, the foot path approaching home is level with no steps.

Entrances: The entrance to the residential unit is lit, with accessible threshold and covered for weather protection for a width of 900mm. A deeper porch has not been proposed, as it could represent a security risk as noted in the advice in Secured by Design.

An internal lobby has been designed, the doors (main entrance door and garage door) are more than 1500mm apart and the garage door opens towards the garage.

Communal stairs and lifts: Not Applicable

Doorways & hallways: The width of internal doorways and hallways comply 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 level.

Convenient bedspace: Bedroom 02, at entrance level, could be used as an entrance floor bedspace.

Accessible WC and potential shower: The unit will have a wheelchair accessible WC and adaptable shower (proposed as bathtub) at entrance level. A bathroom containing WC, basin and bath is proposed also on the second floor, where the main double bedroom is located.

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

Getting upstairs: - The stairs in the maisonette will have adequate width to enable convenient installation and use of a stair lift if this becomes necessary. The stair meets the provisions of Part K for private stairs.

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 also proposed between the convenient bedspace 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 installing a shower in lieu of the bath.

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.

12.18 Policy DMHB 15 Planning for Safer Places

Secured by Design (SBD) is a police security initiative that works to improve the security of buildings and their immediate surroundings to provide safe places to live, work, shop, and visit. The proposal responds to this policy requirement as follows:

- the new development will provide visible, safe, and accessible entrances to the maisonette 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

12.19 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 has a site area of 0.0228 ha.

The existing flats have 2 habitable rooms each to a total of 4 existing habitable rooms. The proposed maisonette 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 growth in an urban context and represents good planning practice since the site is underused at present and is close to infrastructure including the highway in Ferndown, the local facilities and the Underground Station.

12.20 Policy DME1 2: Reducing Carbon Emissions

According to the London Plan a development proposal should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- 1 Be lean: use less energy
- 2 Be clean: supply energy efficiently
- 3 Be green: use renewable energy

The development will utilise low energy building services solutions to keep energy use and carbon emissions to a minimum. The main objectives are as follows:

- Low carbon Emission
- Waste management and recycling
- Secure by design compliancy
- Low construction site impacts
- Travel plan /cycle storage shown on the ground floor plan

The design will aim to achieve the above objectives by:

- High levels of insulation in the building fabric – the proposed insulation standards as London Energy Transformation Initiative (LETI) with an energy use intensity of 35kWh/m².yr for residential unit and 55kWh/m².yr for new commercial units excluding renewable energy contribution.
- Good sound insulation
- Enhanced air leakage standards – less than 1m³/h.m²@50Pa
- Low energy light fittings
- Enhanced controls and monitoring to reduce and assess energy use
- Low carbon and renewable energy options for the site which will include air source heat pumps and roof mounted photovoltaic panels as shown on the application drawings.

An initial assessment is that the proposed roof has capacity for up to 13 m² of roof mounted photovoltaic panels (PV) to generate renewable energy. Subject to further study it has been estimated that 4 panels (1950mmx990mm), 360 watts, and 4 panels (1390mmx990mm), 250 watts, could be installed, generating approximately 1.95 kW.

Conclusion

- 13.1 The existing land to the rear of 47 Joel Street off Ferndown is next to the highway but presently derelict. The existing long deep basement at the property has little natural light and has been difficult to let because of this and because of the depth of the space.
- 13.2 This is an inefficient use of space in a local centre location – thus there are good planning reasons for redevelopment.
- 13.3 There is already a precedent for this type of development along Ferndown in Lynx House at 1-4 Ferndown.
- 13.4 A previous application was refused because of the scale of the development and because insufficient evidence was provided regarding access provisions.
- 13.5 The revised proposal has reduced the number of commercial units and lowered the development by one story compared to the previous application.
- 13.6 The height, scale and mass of the revised proposal reflects the immediate site characteristics of two storeys and roof semidetached houses along Ferndown, and the four-storey building to the rear of 53-55 The Broadway.
- 13.7 The residential unit has been redesigned to allow a stair lift to be installed if required and evidence has been provided of the lack of viability for a scheme which includes space for a standard lift. The commercial units have been designed to be fully accessible and both commercial and residential units include accessible facilities.
- 13.8 The amenity of adjacent gardens is protected by a tree screen and the general setting is next to a highway which is the same condition as the approved development at Lynx House at 1-4 Ferndown near the development site.
- 13.9 The private external amenity area provided with the residential units is less than required by the Local Plan however the Officer Report on the previous scheme considered that this could be mitigated by the proximity of local public space and as suggested by the London Plan some mitigation for the lower provision of external amenity space has been provided by increased internal space within the residential unit.
- 13.10 The proposal includes small business space (Use Class E) which the London Borough of Hillingdon promotes through policy provisions in the Local Plan.
- 13.11 The Applicant considers that a positive and reasonable response has been made to the matters identified in the previous proposal as reasons for refusal, and further improvements have been made to the scheme through the introduction of local emission free air source heat pumps as the heating energy source for both commercial and residential units.

Appendix 1 –Existing Site Photographs



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



View of Ferndown from the Terrace at No 47 Joel Street



Stairs to the Flats at No 47 Joel Street.

