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DESIGN & ACCESS STATEMENT

130 PINNER ROAD | NORTHWOOD | HA6 1BP

Proposal	First-floor extension to the existing rear commercial building, with cycle and refuse storage retained within the commercial site.
Planning use	Ancillary to the office use authorised by permission 70634/APP/2025/2599.
Applicant	Windcrest Liftbits Ltd
Prepared by	Pringle.Design | 20 October 2026

This statement accompanies a full planning application for a first-floor extension to the existing commercial building at the rear of 130 Pinner Road. It describes the site and proposal, explains the design and access approach, and assesses the development against the current planning framework. The ground-floor change of use to office has already been approved; no new use or separate unit is proposed by this application.

1. Summary

The proposal adds a first floor to an established, low-rise commercial building set behind the Pinner Road frontage. It provides office and storage space within the existing commercial plot, keeps the established access route in use, and retains the cycle and bin stores in the commercial area shown on the plans. The addition is designed as a simple rendered volume with a flat GRP roof and matching white uPVC windows and doors.

The building is screened from the main road by the intervening frontage and is read in the context of a mixed backland setting: a service access and parking area on 129 side, a commercial builders' yard at No.132 on the other, and two-storey residential development at 136C beyond. The proposed height and massing sit within this established pattern.

The site has PTAL 3 (Accessibility Index 10.27). The closest assessed bus stops are 57 metres away, and Northwood Hills Underground station is approximately 814 metres away. The scale and office use of the proposal are consistent with a predominantly public-transport, walking and cycling staff travel pattern. The existing access and parking arrangement is not altered.

2. Site and surrounding area

The application site is the existing commercial building at the rear of 130 Pinner Road, Northwood, HA6 1BP. It lies within the built-up area and is reached from Pinner Road by the existing access route. The main road frontage contains a mixture of commercial and residential uses. The rear plot has a more utilitarian character, with low-rise commercial and service buildings, hardstanding and residential accommodation interspersed behind the frontage.

Immediately around the building, the service road and parking area provide access on one side; a builders' yard at No.132 lies on the other. Further to the rear is the two-storey residential development at 136C. The building is therefore not experienced as a conventional householder extension in a domestic garden. Its scale and appearance should be judged against the established rear-site grain while taking care to protect neighbouring homes.

The site is within the Old Northwood Area of Special Local Character (ASLC), as recorded in the Council's delegated report for the 2026 permission at this address. The ASLC policy applies to this proposal: the rear position and limited street visibility do not remove the need for a considered scale, form and finish.

3. Planning history and local decisions

Reference and decision	Proposal and relevance
70634/APP/2025/2599 Approved 10 April 2026	Change of use of the rear building from Class B8 storage to Class E(g)(i) office. No external alterations were part of that application. The permission limits operation to 08:00-18:00 Monday to Friday and restricts the building to office use. The current application is for additional floorspace ancillary to that approved office use.
70634/APP/2015/511 Approved 15 April 2015	Earlier permission for partial demolition and conversion to a studio flat with amenity space.
6149/APP/2011/2736 Approved 10 January 2012	Permission at 130 Pinner Road for change from B1 business to a one-bedroom studio, with amenity space and alterations/part demolition.
32265/APP/2025/280 Approved 23 December 2025	At 78 High Street, Northwood, permission was granted for reuse/redevelopment of rear workshops, associated cycle and refuse stores, and a two-storey rear extension. It is a nearby townscape example of considered rear-site development, though the site and use differ.
77095/APP/2023/1879 Prior approval 25 September 2023	At 12-18 Whittles Yard, Northwood, prior approval was granted to convert a detached rear workshop to two houses. This confirms that backland buildings form part of the area's mixed and evolving pattern; it is not a direct design precedent.
12055/APP/2025/451 and /2416 Refused; later appeal dismissed for /2416	Applications at 117 Pinner Road for substantial upward extensions were refused. The Council's reasons for /451 included excessive height, scale, bulk and massing, and missing transport information. Those proposals were materially larger and sought residential units above the street frontage. They underline why the present proposal is limited in scale and assessed against the rear-building context rather than treated as a general precedent for upward development.

The decisions above are material context, not a substitute for assessment of this application. The closest and most relevant decision is the 2026 office permission for the same rear building, which establishes its lawful office use and records the Council's assessment of the site's relationship to the adjoining homes and commercial yards.

4. The proposal

The proposal is to add a first floor to the existing rear commercial building at 130 Pinner Road, providing office and ancillary storage accommodation associated with the approved ground-floor office use. The new accommodation will be served by an internal stair and will form part of the existing commercial premises. No separate unit, dwelling, new access or change of use is proposed.

Cycle parking and refuse storage will be provided within the existing commercial areas on the site. The existing access from Pinner Road and the side access and parking arrangement will be retained. The extension will have a rendered finish to match the existing building, white uPVC windows and doors, and a flat GRP roof. The ancillary covered store will have polycarbonate roofing with timber supports.

5. Design assessment

5.1 Scale, siting and appearance

The addition is contained within the existing commercial plot and sits behind the established Pinner Road frontage. It does not extend the building toward the road or project into the access route. In this position, its principal visual effect is within the rear service environment rather than the public street scene. The existing rear context already includes commercial buildings and yards alongside residential buildings of up to two storeys, including 136C.

The first-floor form is a compact, flat-roofed volume with a restrained elevation pattern. The proposed render and white uPVC joinery relate to the existing building, while the flat GRP roof keeps the silhouette simple. Its rear setting and limited outward visibility reduce its effect on the wider ASLC, while the modest scale and matching finish help it remain compatible with the local character. The drawings include a 25-degree sight line from the opposite window and show obscured glazing on the identified side elevation.

5.2 Neighbour amenity

The addition is close to residential properties, so the relevant considerations are enclosure, outlook, daylight, privacy and noise. Its position follows the existing building footprint and does not introduce a projecting rear balcony, terrace or roof garden. The side-facing glazing is obscured, limiting direct views toward adjoining residential accommodation. No new use that would bring greater activity than the approved office use is sought.

The Council's 2026 permission controls the office to 08:00-18:00 Monday to Friday. The new floorspace is proposed as part of that office operation and should remain subject to the same operating-hours control. On that basis, the proposal would not materially intensify activity outside normal weekday office hours. It is considered that the scale, window treatment and operating-hours control can safeguard neighbouring amenity.

5.3 Cycle and refuse storage

The cycle and bin stores are shown within existing commercial locations on the ground-floor plan. This keeps everyday servicing within the established plot and separates it from the neighbouring access/parking area and the builders' yard. The storage locations should be retained for their stated purposes, kept secure and orderly, and provided with a convenient route from the premises and for refuse collection. No additional on-street storage is proposed.

6. Access and movement

6.1 Public transport and active travel

TfL WebCAT report records PTAL 3 and an Accessibility Index of 10.27 for the site. The assessment is for the weekday AM peak. Northwood Iron Bridge bus stops serving routes 282 (5 buses per hour) and H11 (4 per hour), each 57 metres walking distance away. Northwood Hills Underground station is 814 metres away, with services on the Metropolitan line.

Staff are expected to travel predominantly by public transport, with walking and cycling also available. The proximity of bus services and the Underground, together with the dedicated cycle store shown on the plans, supports travel choices that do not depend on additional car parking. No increase in vehicle parking is proposed.

6.2 Site access, parking and inclusive access

The existing pedestrian and servicing route from Pinner Road is retained. The proposal does not alter the access road or existing parking arrangement at the side of the building, and it does not obstruct access to the adjoining builders' yard at No.132. The site plan and floor plans should be read together to maintain a clear route between the premises, cycle store and refuse store.

The upper floor is accessed by the internal stair shown on the drawings. Ground-floor access remains available through the existing entrance. The proposal does not alter the public highway or introduce a new barrier to site access. Detailed accessibility and building safety matters will be addressed through the relevant Building Regulations process.

7. Planning policy and assessment

The application should be determined against the development plan read as a whole, with material considerations also taken into account. The relevant development plan comprises the Hillingdon Local Plan Part 1 (2012), Local Plan Part 2: Development Management Policies (2020), Site Allocations and Designations document, and the London Plan (2021). A draft new London Plan was published for consultation in July 2026; it is not the adopted London Plan. The National Planning Policy Framework in force at the date of this statement is the 2026 Framework.

Policy	Application to this proposal
Hillingdon Local Plan Part 1: BE1; Part 2: DMHB 5, DMHB 11 and DMHB 12	Requires contextual, high-quality design, respect for the Old Northwood ASLC, a suitable relationship with neighbouring buildings and protection of amenity. The rear siting, compact form, matching render/joinery, obscured side glazing and absence of roof amenity use respond to these aims.
Hillingdon Local Plan Part 2: DME 3	Directs office development to preferred locations and requires locational justification for new offices elsewhere. Here, the 2026 permission has already established office use of this rear building; the proposal adds only ancillary floorspace to the same premises, with no separate office unit or change of use sought.
Hillingdon Local Plan Part 2: DMT 1, DMT 2, DMT 5 and DMT 6	Seeks to manage transport effects, maintain highway safety and provide for pedestrians, cyclists and parking. The existing access and parking remain unchanged; PTAL 3, nearby bus and rail services, and dedicated cycle storage support sustainable travel.
London Plan 2021: D3, D4, D5, T1, T2, T5, T6 and T6.2	Supports design-led use of land, good design, inclusive access, healthy streets, cycling and appropriate office parking. The proposal uses the rear plot efficiently, retains existing access and provides cycle storage. The upper-floor stair access is identified in the drawings.
NPPF 2026: E2, L2, DP3, TR3, TR4 and TR6	Supports business investment and reuse of underused commercial land, while requiring context-responsive design, sustainable location, safe access and proportionate transport assessment. The proposal adds workspace at an accessible established site without an identified change to access or parking.

8. Planning balance and conclusion

The proposal makes effective use of an existing commercial plot by adding first-floor workspace above a rear building, supporting the premises' continued business use. It responds to the established backland pattern and sits alongside both commercial and residential uses. Its design is simple and restrained, with matching finishes and window treatment intended to manage privacy at the sensitive boundary.

The existing access and parking arrangements are retained. The PTAL assessment, nearby bus stops and Underground station, and the cycle store provide a credible basis for staff travel by public transport, walking and cycling. The bin store is also accommodated within the commercial site. No adverse transport or highway change is identified from the limited floorspace extension.

For these reasons, the proposed first-floor extension is considered to accord with the relevant development plan policies and the 2026 NPPF. Planning permission is respectfully sought, subject to conditions securing the approved drawings, the office-only use and the weekday operating hours already applied to the site.