

## PLANNING STATEMENT

**Site:** Land To The North East Side Of 130 Pinner Road, Northwood, HA6 1BP

**Proposal:** Change of use from B8 (Storage/Distribution) to Class E(g)(i) – Office

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### 1. Introduction

This statement supports a full planning application to change the lawful use of 130 Pinner Road from **Use Class B8** to **Use Class E(g)(i) – Office**. No operational development is proposed; all works are internal only

### 2. Site and Surroundings

The property is at ground floor within a mixed commercial/residential stretch on Pinner Road in Northwood, within the London Borough of Hillingdon. The immediate context is characterised by small-format retail and commercial premises fronting Pinner Road with residential streets to the rear. Public transport, shops and services are available in Northwood/Northwood Hills centres.

Heritage context: LB Hillingdon designates several conservation areas in Northwood (e.g., Northwood Town Centre – Green Lane; Northwood/Frithwood). The application site does not fall within a designated conservation area.

### 3. Planning History (summary)

Publicly available records indicate various applications along Pinner Road including institutional and commercial proposals. No recent site-specific decisions have been identified that would constrain an office use within the envelope of the existing building.

### 4. Proposed Development

- **Use:** Change of use from **B8 (Storage/Distribution)** to **Class E(g)(i) – Office**.
- **Works:** No external changes. Internal layout only (desks, meeting room, tea point, WC).
- **Operation:** Typical office hours (e.g., 09:00–17:00, Mon–Fri), low trip generation, negligible noise/odour, no on-site industrial processes.
- **Servicing:** Small parcels by van during daytime; refuse/cycle stores provided internally or within existing yard space to the side of the development.

### 5. Policy Context

#### Regional policy: The London Plan (2021)

- **Good Growth and employment:** The Plan seeks growth that makes efficient use of existing stock and supports jobs in accessible locations. Office uses are appropriate in and around town centres where transport and services are available.

- **Transport and cycle parking (Policy T5):** Developments must provide cycle parking to at least the minimum standards in Table 10.2 (long-stay and short-stay). The application commits to meeting Table 10.2 for Class E office floorspace with external cycle storage available.
- **Vehicle parking (Policy T6):** Car parking should be restrained and reflect accessibility; outer London boroughs may have locally-evidenced approaches, but schemes should not undermine active and sustainable travel. The proposal follows a car-lite approach proportional to floorspace and accessibility. The scheme is within good public transport connections so most employees with travel by train/ Bus.

### Local policy: London Borough of Hillingdon Local Plan (Part 2, 2020)

#### Economy & Employment (Chapter 2):

- **DME1 – Designated Employment Sites:** Supports employment uses (including offices) in Strategic/Locally Significant Industrial Locations where compatible and not undermining industrial functions.
- **DME2 – Employment Sites Outside Designated Areas:** Manages loss of employment land away from designated areas. In our case, the proposal retains employment use (B8 → E(g)(i)), so no loss arises; the policy context is supportive of continued employment activity.
- **DME3 – Office Development: Supports office proposals** in preferred locations (Stockley Park, Uxbridge TC) and provides criteria for changes involving loss of offices. While Pinner Road is not a preferred new build cluster, a change of use within an existing commercial unit to office is consistent with maintaining and modernising the office stock and with the Local Plan's positive stance to employment re-use across the borough.

#### Design, amenity, and transport (Chapters 5 & 8):

- **Design/heritage:** With no external alterations, the scheme preserves local character and any nearby heritage significance.
- **Active travel (DMT5):** Proposals should ensure safe pedestrian/cycle movement and meet the borough's cycle parking standards. We will install secure, covered cycle parking for staff and short-stay provision for visitors.
- **Vehicle parking (DMT6) & Appendix C – Parking Standards:** Schemes must comply with Appendix C Table 1 (changes of use included). Hillingdon's standards are informed by London Plan benchmarks with some local variance to reflect borough conditions. The proposal will adhere to these standards.

## 6. Assessment

### 6.1 Principle of Use

Class **E(g)(i)** comprises offices for operational or administrative functions appropriate within a commercial area. Moving from B8 (a relatively low-employment, storage-based use) to E(g)(i) (a

higher employment density use) represents efficient use of an existing building and supports town-centre/commercial vitality without needing new build development. The change is consistent with the London Plan's emphasis on making best use of existing stock and supporting jobs in accessible locations.

## 6.2 Design and Heritage

No external alterations are proposed. The building's scale, form and appearance remain unaltered; therefore there is no impact on street scene.

## 6.3 Neighbouring Amenity (noise, privacy, hours)

Office use is inherently low-impact in terms of noise/odour and comings-and-goings, especially against the fallback of B8. Normal daytime hours, internal activity and standard refuse handling accord with national planning guidance on managing noise. Conditions controlling hours and deliveries are acceptable if the LPA considers them necessary.

## 6.4 Transport, Parking and Servicing

- **Trip generation:** Staff and visitor trips are modest; B8 typically attracts van/HGV movements, which will **reduce** in intensity and size of vehicles.
- **Cycle parking:** Provision will meet or exceed **London Plan** minimums for Class E offices (long-stay/short-stay), delivered as secure, covered storage.
- **Car parking:** in accessible locations a car-lite/managed approach is appropriate.
- **Servicing:** Small vans only, within existing loading arrangements at kerbside at designated times.

These measures meet the London Plan transport objectives and Hillingdon's evidence-based approach to parking/cycle parking.

## 6.5 Refuse and Recycling

Refuse/recycling will be stored within the yard, presented on collection day only. No external enclosures or visual clutter arise. Collection will occur via existing routes/timetables.

## 6.6 Flood Risk/Sustainability

No change to building footprint or hard surfacing. The proposal does not increase flood risk and reduces transport-related emissions compared with B8 vehicle movements. Internal fit-out will target energy-efficient lighting/heating and waste minimisation (non-planning matters noted for completeness).

## 7. Planning Balance and Conclusion

The proposal delivers an appropriate Class E(g)(i) office in an established commercial location with no external works and no adverse impact on design, heritage, amenity, highway safety or servicing. It aligns with national, London-wide and local policy objectives to support employment in accessible locations and to make efficient use of existing buildings. Planning permission should therefore be approved, subject to standard conditions (approved plans; hours; cycle/parking provision; refuse storage; no external plant without consent).

