Proposed new mixed used development, Pinner Road, Northwood, London, HA6 1DD

Design & Access Statement

2nd August 2022

Coleflax Bennett architecture

Contents

This Design & Access statement has been prepared on behalf of Polaris Property Developments Limited in support of a full Planning application for a new part 2 part 3 storey mixed use development comprising ground floor Commercial space (flexible use Class E(a) retail,(c)(i,ii) professional / financial services, or (g)(i) office space) and residential comprised of 9 apartments with associated parking, ancillary and amenity space.

2.0 SITE & CONTEXT

Site Location/ Description

The site is approximately a mile to the West of Pinner Town Centre located on the Junction of Pinner Road (also knows as Rickmansworth Rd) and Chestnut Avenue, Northwood, London.

The site is a triangular parcel of land situated on the corner of Pinner Road and Chestnut Avenue and contains an unused car sales building and forecourt.

To the Northeast, the site borders Pinner Road, characterised by 2 storey dwellings and a parade of ground floor small business to the opposite side of the road.

To the south-east, the site faces the Metropolitan line between Northwood Hills and Northwood. The boundary to the west faces Chestnut Avenue, a quiet no-exit road used for access to a residential area beyond the railway line and Northwood recreation ground containing a playing fields and a park.

Going beyond the immediate vicinity, local amenities include a public golf course, Ruislip Woods and Lido as well as shops and restaurants located just half a mile to the west on Joel Street.

The site also boasts good public transport links, being central between Northwood and Northwood Hills Station and local bus

Aerial View of Site looking North

Aerial View of Site looking East

Aerial View of Site looking South

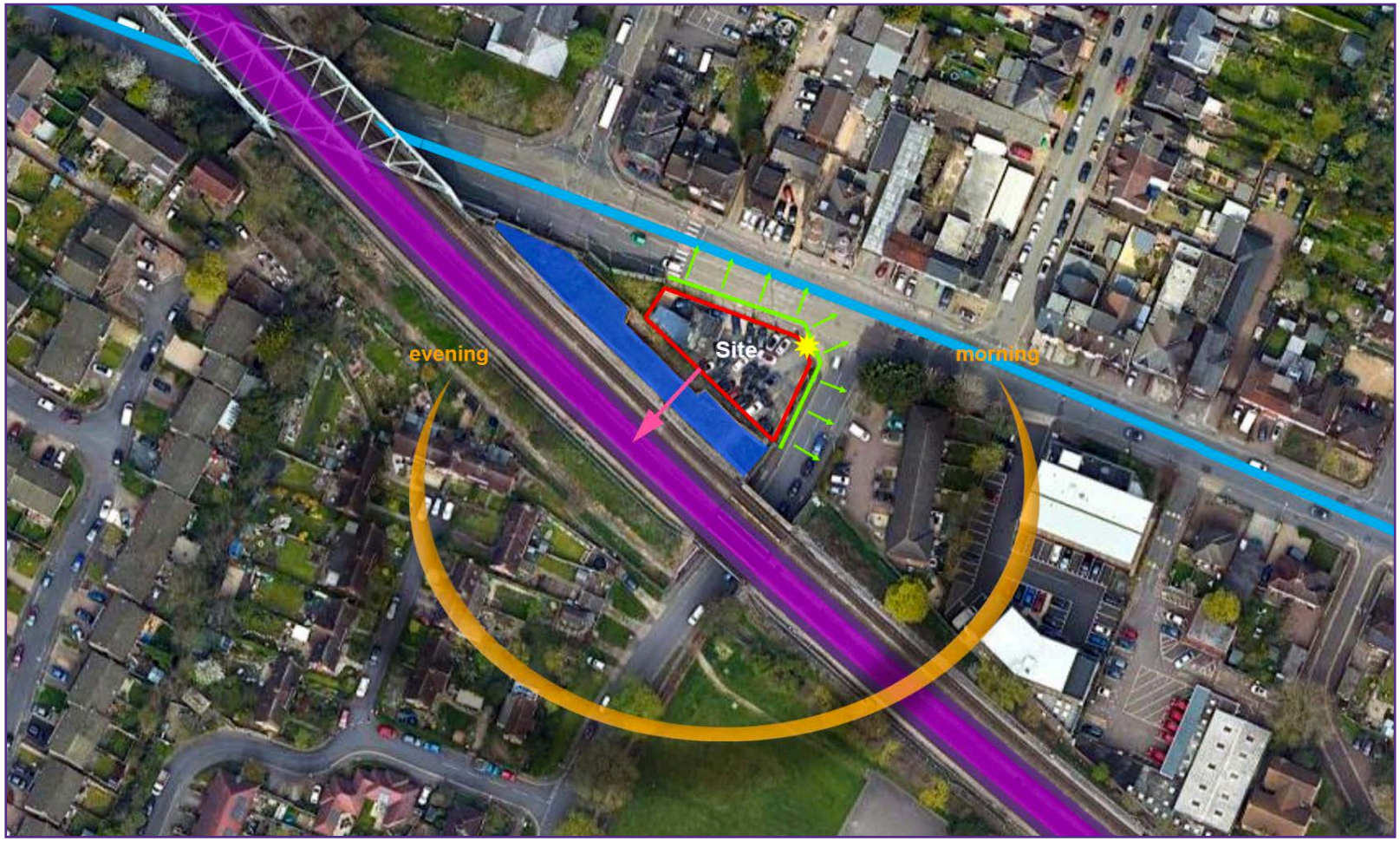
Aerial View of Site looking West

Site Constraints

- Proximity of Metropolitan Railway Line.
- Outlook to Southeast at Ground Floor Level onto Railway Embankment
- Triangular shaped site.

Site Opportunities

- To create a high quality commercial/ residential development in a highly sustainable mixed use location.
- Provide a positive contribution and enhancement to the local built environment.
- Enhance the active frontage along Rickmansworth Road/Pinner Road & Chestnut Avenue.
- Corner plot providing opportunity for a focal point.
- Exposed South-easterly aspect above ground level towards Ruislip Woods over railway embankment.



Metropolitan Line

Main Road (Rickmansworth/Pinner Road

Site Boundary

Views towards Ruislip Woods

Active Frontage

Focal Point/Corner Plot

Railway Embankment

3.0 DESIGN DEVELOPMENT

Pre-application Submission (by others) - July 2021

Our proposals have been developed following 2 Pre Application submissions by others. The written response for the latest Pre App has been received from the existing Landowner and formed the basis of the redesign.

The main planning issues of the written response dated 1st July 2021
Ref: 76106/PRC/2020/259 are highlighted below;-

- Loss of Designated Employment Land
- Proposed Development is built up hard against the boundaries of the site along the back edge of the pavements to Pinner Road and Chestnut Avenue
- Cramped feel to development on site
- Proposals do not reflect the set back of existing buildings along Pinner Road/ Rickmansworth Road to provide defensible space and a soft setting reflecting the suburban character
- Proposal turns its back on Pinner Road. It is considered that any development should have a more formal frontage to Pinner Road.
- Dead frontage to street level.
- No objection to the principal up to a maximum of 3 storeys on the site.
- Materials that reflect the local palette should be utilised.
- Applicant advised to explore further ways of incorporating more good quality and usable amenity space into the proposed design.

The updated proposals address all of the planning issues identified above providing a scheme which sits comfortably within its surrounding, appropriately set back from the street with primary address of the building onto Pinner Road and Chestnut Avenue. A new commercial unit at GF level provides the continued employment use whilst also providing an active frontage at street level. Materials have been considered based on the local material palette and extensive communal amenity space as well as private amenity space for each apartment is provided.

Further information on Design/layout/massing etc is provided throughout the Design & Access Statement providing detailed information on how the issues highlighted above have been addressed.

TFL Pre-Application Consultations - May 2022

Transport for London (TFL) have been consulted during the Design Development stage with a meeting held on the 23rd May 2022 in which a number of key points were raised by the appointed LU Engineer.

The key issued raised by the LU engineer in May were as follows;-

- Reflective surfaces facing the Railway.
- Proximity of openable windows to the Railway.
- Proximity of balconies/ roof terraces to the Railway.

Additional points were raised relating to existing and proposed structure and associated site investigation works, however, the TFL document appended to this document has been prepared to further explain the rationale behind the architectural design and what mitigation measures have been incorporated following TFL's comments. This document has been submitted to the LU engineer again in July with minor alterations incorporated following LU engineer comments.

Please refer to Appendix A (TFL Pre-application discussions) for detailed information on how the key issues raised by the LU Engineer have been considered within the design.

Key Design Principles

Site Layout;

The adjacent diagram outlines the site layout principles used to inform the design at ground level, floors above and also in the 3D plane.

Consideration has been given to how the layout can best address the site and it's surroundings and address key factors of influence following the site analysis.

Key:

Define the predominant corner of Pinner Road and Chesnut Avenue

Consider key view when approaching the site from the East along Pinner Road.

Provide active frontage at ground floor level.

Define a building line inset from the boundary in keeping with the character of the street.

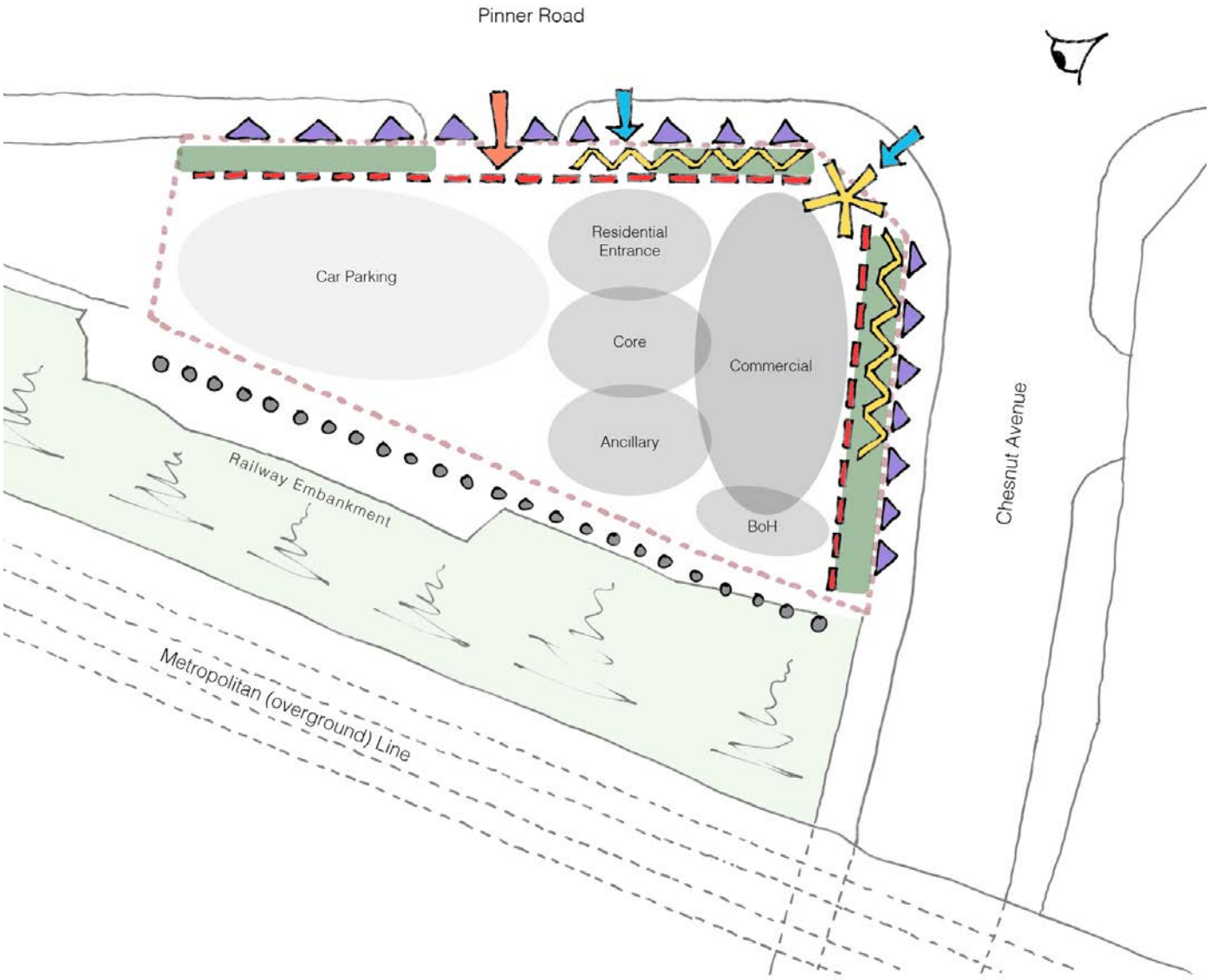
Address the street above ground floor level adding to active frontage.

Consider dead frontage at ground floor level due to the embankment and how this is addressed at first floor and above.

Create recognisable entry points into the building, but with the main ground floor commercial use taking dominance.

Exploit the existing vehicle access point to best utilise the narrower part of the site for car parking.

Enhance the public realm with open green frontage along Pinner Road and Chesnut Avenue .



Key Design Principles (continued)

Mass, Form and Scale;

Following the site principles established and identified on the previous page, initial height and massing study views up and down Pinner Road were developed to understand an appropriate scale for the proposed development.

Based upon the principle of setting the building back from the footpath to give an appropriate level of space to the public realm and in consideration of the width of Pinner Road, it is considered that a building of up to 3 storeys is appropriate for the site as reflected in figures 1 & 2 below.

However, it can be seen from these diagrams that the form along the main street facing elevations, particularly Pinner Road and when approaching from the East, would require further articulation to provide a development that would appropriately address the character of the streets and sit comfortably in its setting. The diagrams on the next page show how the basic mass was further broken down to address this issue and began to inform the architectural language.

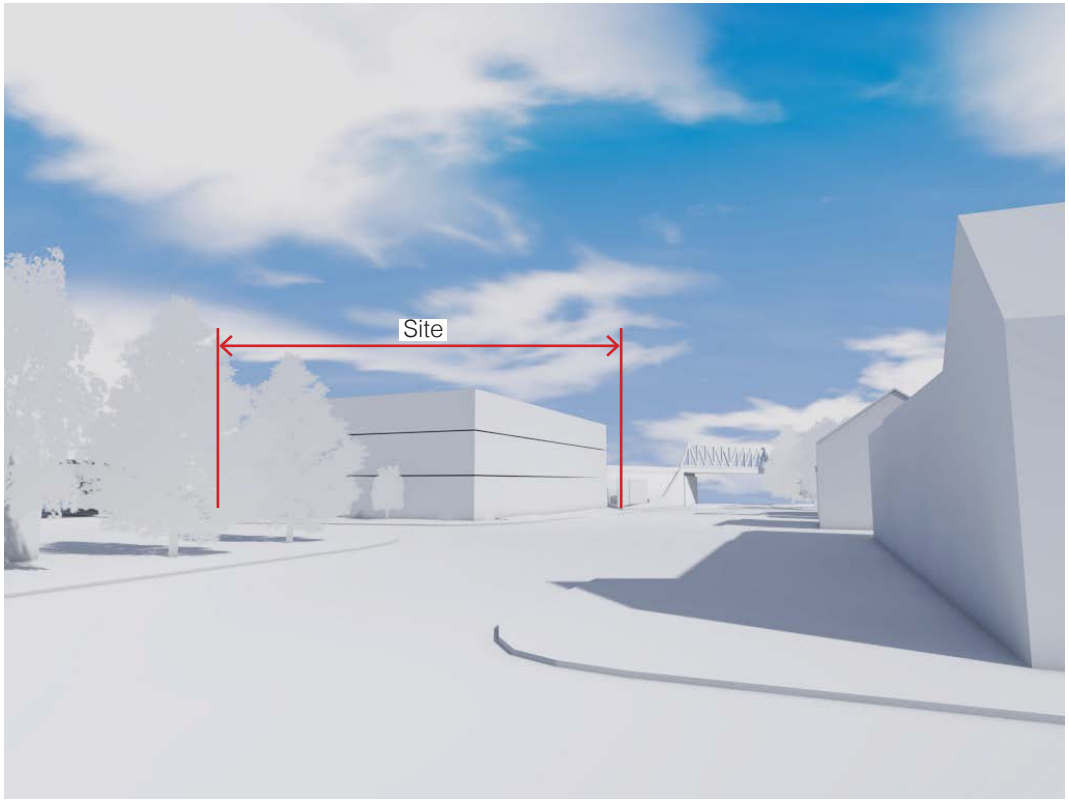
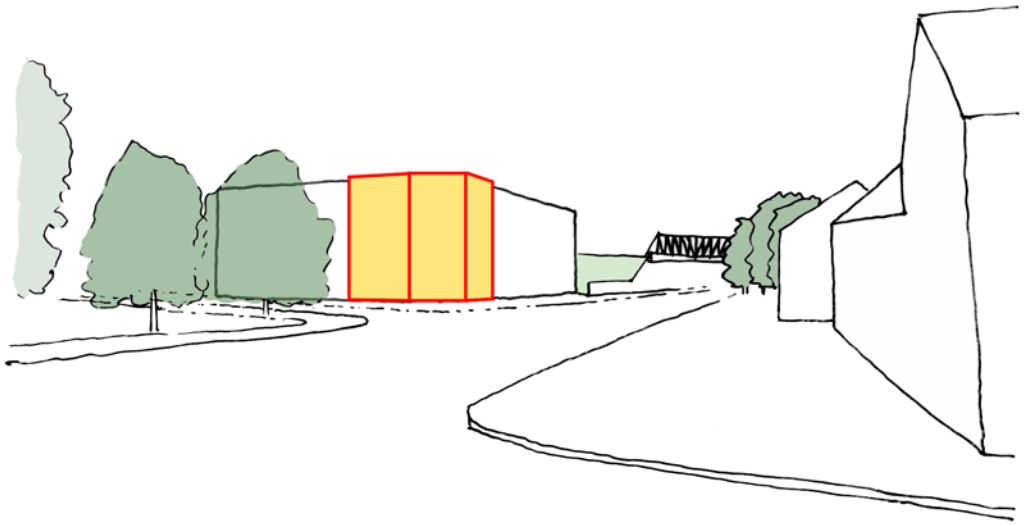
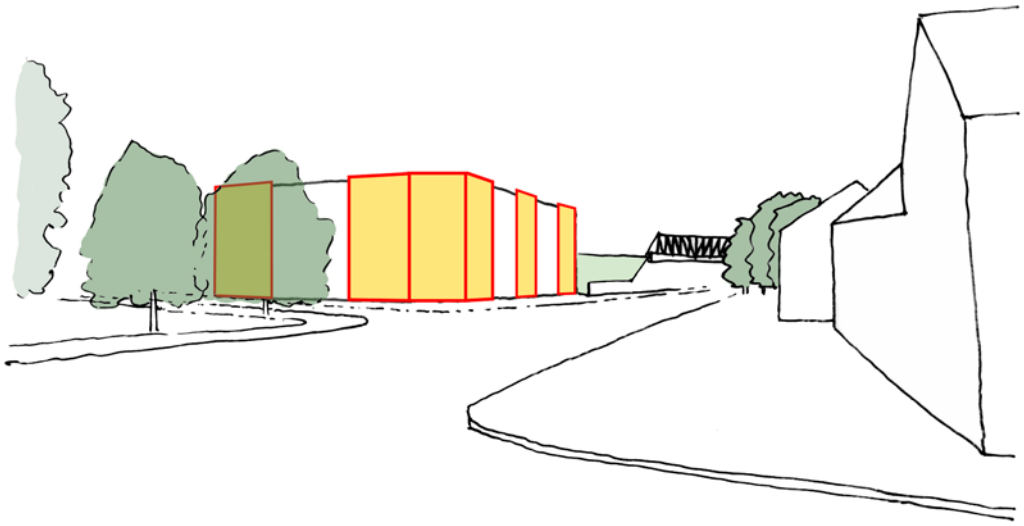


Fig 1. Massing Study_View looking West along Pinner Road

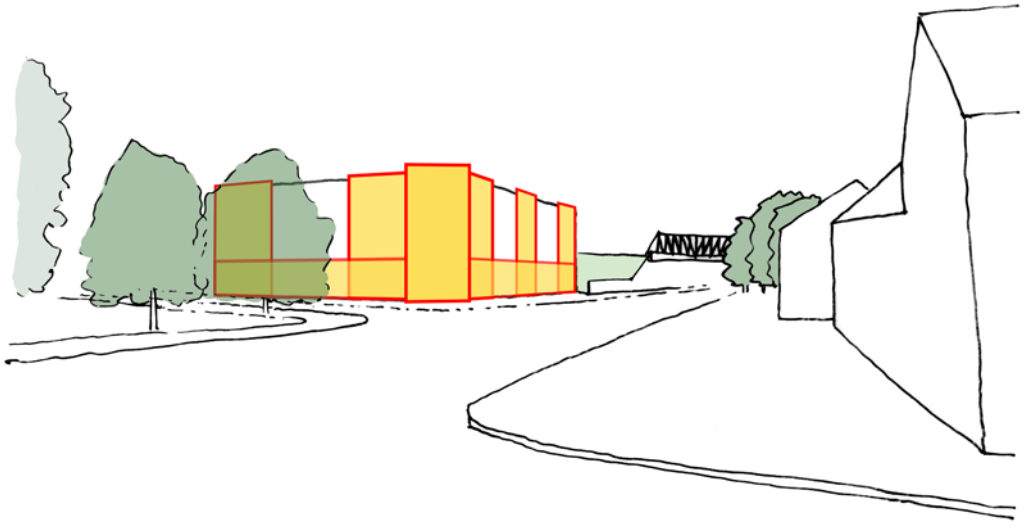
Fig 2. Massing Study_View looking East along Pinner Road



1 - A chamfer introduced at the corner of Pinner Road and Chesnut Avenue addresses both streets and softens the corner when approaching from the East.



2 - The long remaining forms facing Pinner Road and Chesnut Avenue are broken down and articulated to reflect the proportions of buildings on the street.



3 - The corner of Pinner Road and Chesnut avenue is further articulated to address it's prominent position and provide a focal point to the building. Additionally a base is identified to reflect the character of buildings on the opposite side of Pinner Road and soften the impact of vertical articulation previously added.

4.0 DESIGN PROPOSALS

Proposed Site Plan

Orientation and building placement is largely dictated by the triangular nature of the site and this inherently difficult shape has led to utilising the majority of the ground level space to include for the desired usages.

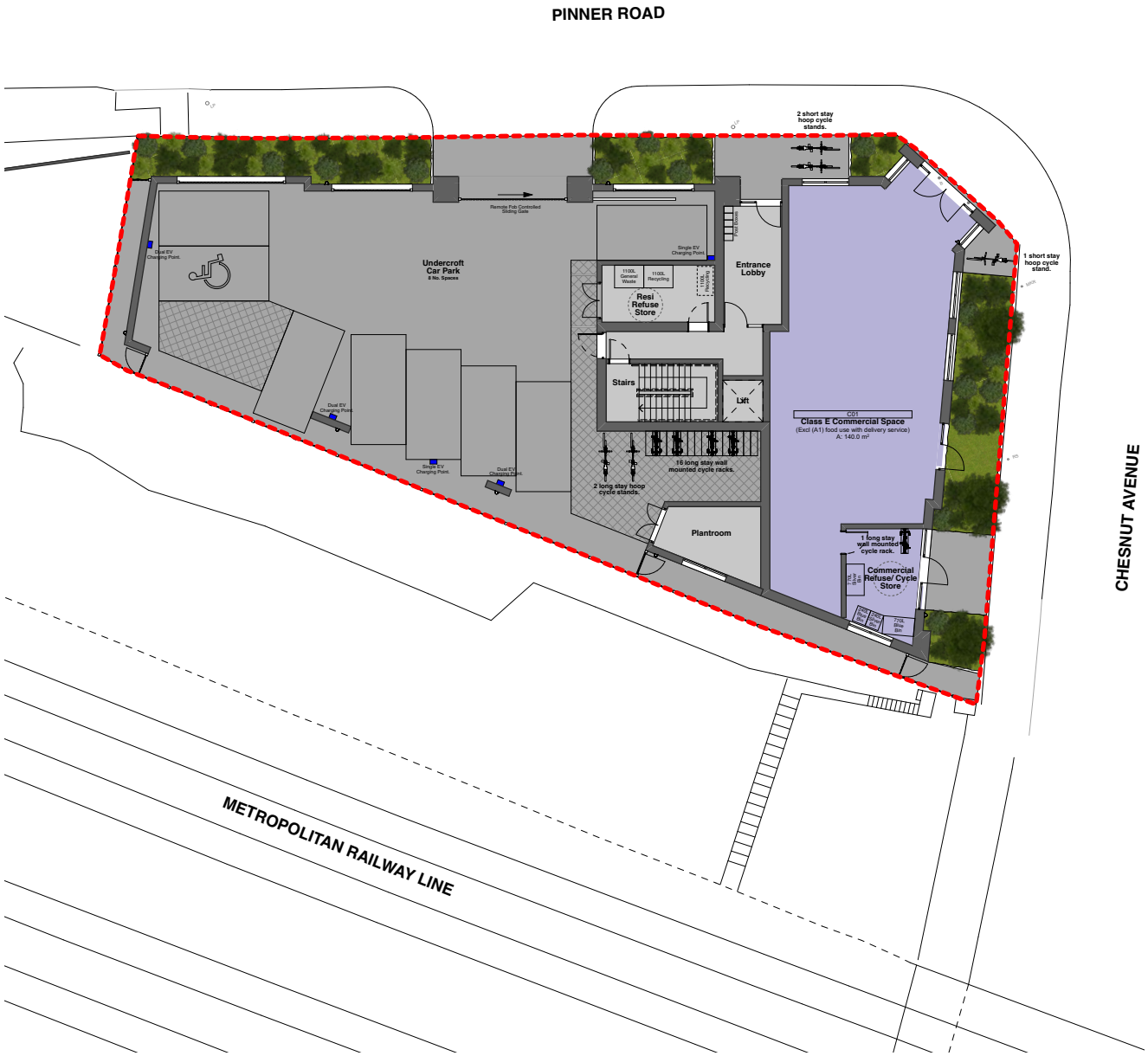
The building layout is designed to address both Pinner Road and Chesnut avenue whilst maintaining a degree of separation via planted green spaces between the building façades and back of footpath at ground floor level.

The proposed new Class E commercial unit provides active frontage to Chesnut Avenue and at the corner of Pinner Road, whilst the key residential access provides further active frontage to Pinner Road.

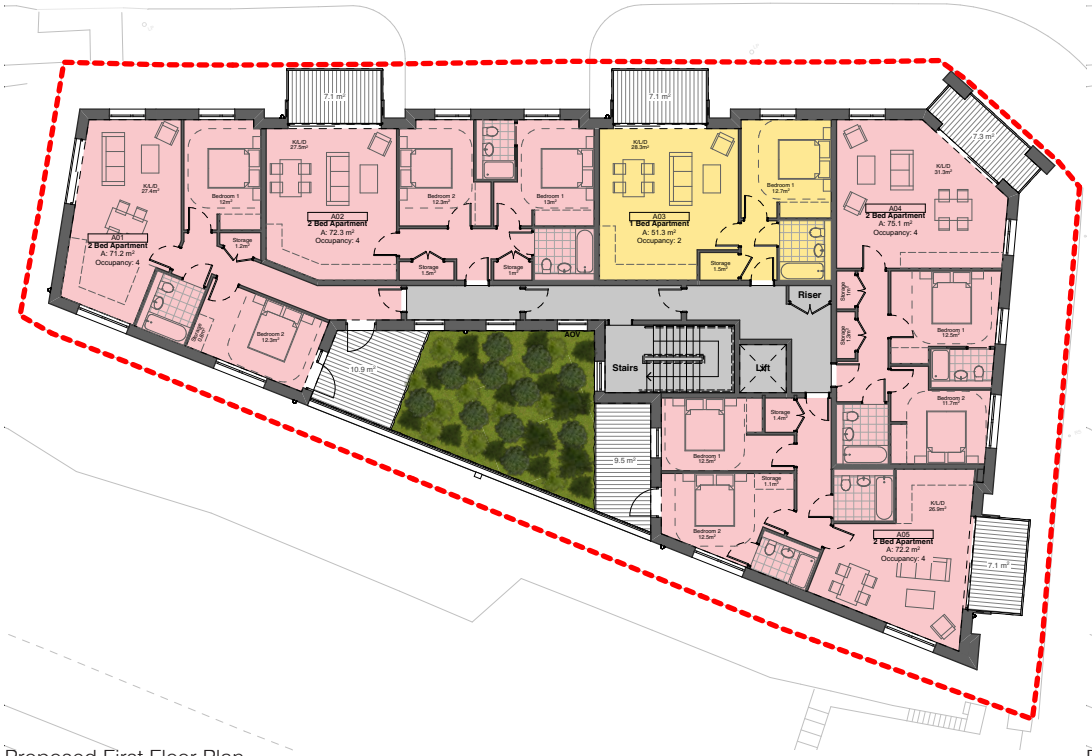
The residential entrance also leads directly into a centralised core with a lift serving the new residential apartments at 1st and 2nd floor level and a shared external amenity space at roof level.

Secure and gated access for vehicles into a new undercorft parking area is located off Pinner Road located at the existing vehicle access position. The undercroft area provides secure parking for 8 cars and 18 cycles as well as refuse storage.

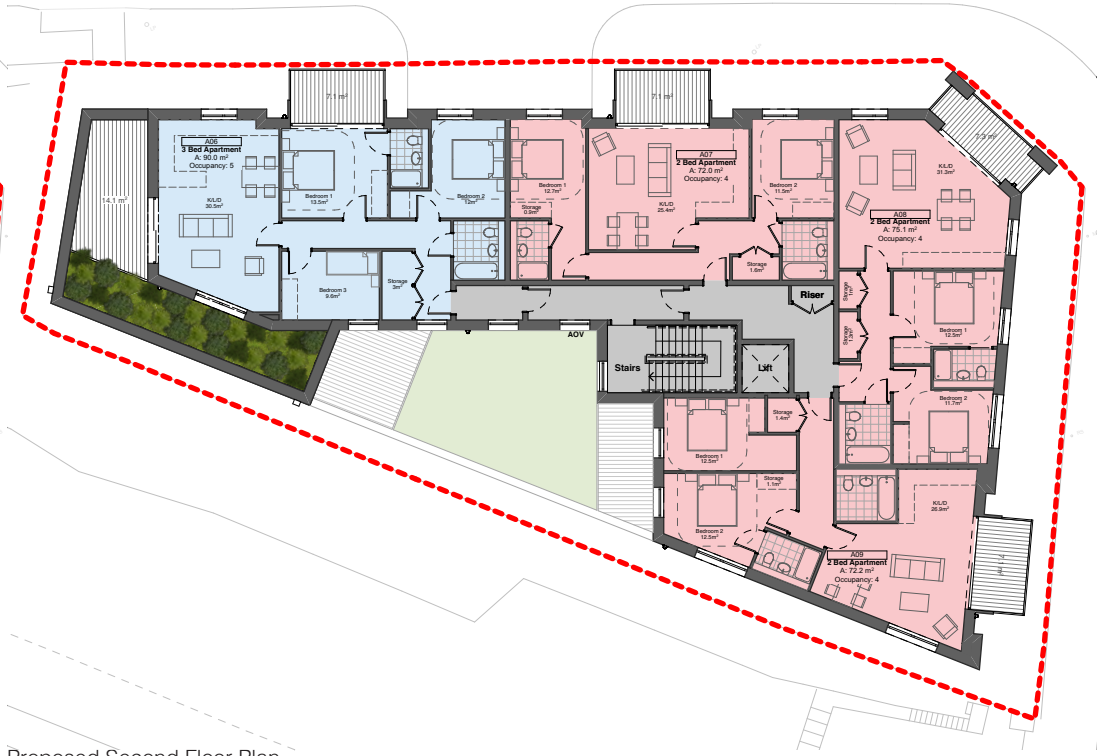
The new commercial unit is provided with separate secure refuse storage and cycle parking accessed from Chesnut Avenue.



Proposed Ground Floor Plan



Proposed First Floor Plan



Proposed Second Floor Plan

Accommodation Schedule

Car Parking Spaces - 8 spaces (including 1 disabled bay)
Cycle Storage Provision:
Residential Long-stay - 18 long-stay cycle parking spaces (including two spaces for larger/adapted cycles).
Residential Sort-stay - 2 short-stay cycle parking spaces.
Commercial Long-stay - 1 long-stay cycle parking space.
Commercial Long-stay - 1 short-stay cycle parking space.

Number	Floor	Use Class	Occupancy	GIA (sqm)	Private Amenity (sqm)
C01	Gnd	E	Subject to final use.	140	N/A
A01	1st	C3	2	71.2	10.9
A02	1st	C3	3	72.3	7.1
A03	1st	C3	4	51.3	7.1
A04	1st	C3	4	75.1	7.3
A05	1st	C3	4	72.2	16.6
A06	2nd	C3	4	77	21.2
A07	2nd	C3	4	74	7.1
A08	2nd	C3	4	72	7.3
A09	2nd	C3	4	72	7.1
Total				777.1	91.7

The proposed first and second floor layouts provide 9 new apartments comprised of 1 x 1 bed 2 person apartment, 2 x 2 bed 4 person apartments and 1 x 3 bed 5 person apartment with associated parking, cycle parking and refuse stores located at ground level..

Access is provided at GF level from Pinner Road leading to a central stair and lift which providing access to the upper floors and roof level shared amenity space.

All apartments have been designed to fully comply with the minimum space requirements established by Policy D6 of the London Plan. All GA plans are annotated with GIA's of habitable spaces and storage areas to demonstrate compliance with Policy D6 of the London Plan.

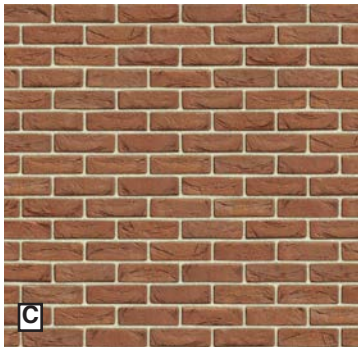
Private amenity space is provided via roof terrace or projecting balcony spaces. Areas are in accordance with Policy D6 of the London Plan and are annotated on the GA Plans.

External Appearance, Composition & Materiality

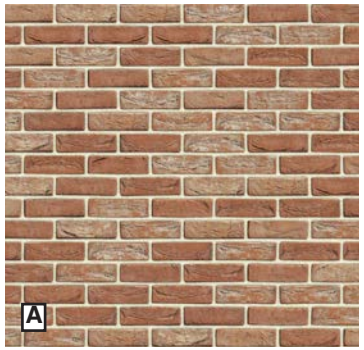
The external materials palette consists of red multi-brick, a light red multi brick and matt finish warm grey metal rainscreen cladding defining features of the building such as the core and balcony surrounds. The warm grey colour material features further through the facade in the detail of inset panels above windows as well as to balcony fascias, vertically formed metal balustrades, infill panels, window/ door frames and gates/ railings to harmonise the whole composition. The 1st floor terrace facing the railway boundary features a glazed balustrade above the parapet wall to ensure the safety of the TFL

Red-multi brickwork is used to subtly define a base to the building, helping improve proportions of the façades, being reflective of the different use at ground floor level and harmonising with the tone of brickwork in the area. A light red-multi brickwork is used above ground floor level to subtly differentiate the residential use at higher levels whilst still being in keeping with the local character.

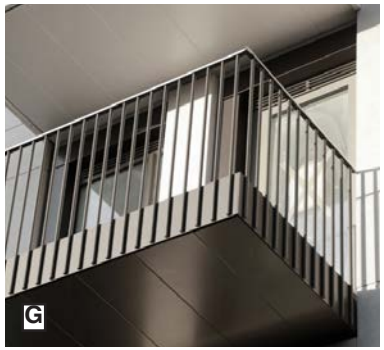
Similarly, a focus on brickwork detailing born out of the contrasting headers and cornice's on the opposite side of Pinner Road has provided inspiration for the development, utilising bands of vertically laid stretcher bond brickwork to define the top of brickwork planes and window heads. Deep set window reveals and feature projecting frames surrounding the balconies help to define a rhythm to the façade with greater articulation and interest provided whilst offering added levels of privacy for occupants of the apartments.



Red multi brickwork - light coloured mortar



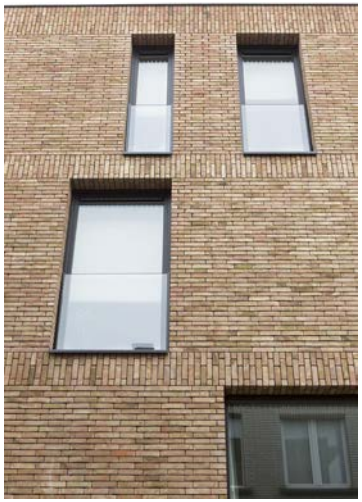
Light Red multi brickwork - light coloured mortar

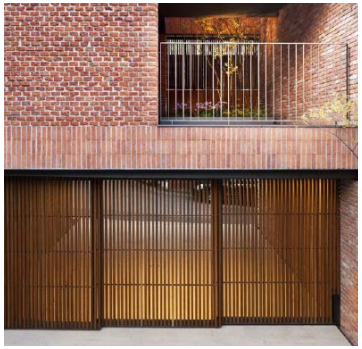


Warm Grey Metal Balcony Detailing

Matt Finish Warm Grey Rainscreen Cladding

Proposed Northeast Elevation


Precedent Image - Vertically laid brickwork banding.


Precedent Image - Ground Floor Screening

Parapet detail of vertically laid stretcher bond brickwork help define the top of the building, reflective of cornice's on Pinner Road.

Side panels/ surrounds to balcony add articulation and interest to the inset areas of the facade and help create a sense of enclosure to the balconies for residents.

Inset panels of warm grey matt finish cladding above windows extend the aperture improving proportions.

Linear band of vertically laid stretcher bond brickwork subtly defines the top of the base red multi brickwork.

Well designed metal screens/ gates to the undercroft car park align with apertures above and have the same proportions as glazing to the commercial unit to balance the elevations.

Part Northeast 3D Elevation

External Appearance - Key View

Indicative sketch view looking West along Pinner Road at junction with Hilliard Road

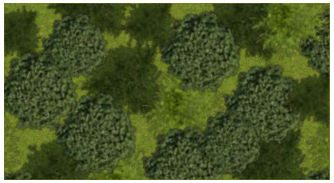
Landscaping & Environmental Considerations

The proposed development looks to enhance the landscaping areas of the site and generate better public realm. The existing site is comprised predominantly of hard standing for the existing car sales centre with some small boarders of soft landscaping behind the existing steel railings along Pinner Road and Chesnut Avenue . The extent of soft landscaping will increase by 170% from the existing site from 65sqm to 175.5sqm with the inclusion of the biodiverse roof areas helping with provision towards creation of habitats and valuable areas for biodiversity.

Three small tree's along Chesnut Avenue will be removed to facilitate the development. The trees are very small, low quality with low visibility and die back and their removal would not have a negative impact on the public realm. It is proposed to include for 3 new small better quality trees along Chesnut Avenue within the newly created landscaping zones between back of footpath and the proposed façades. These landscaped zones at ground level will contain low level planting and will enhance the quality of public realm and frontage to that of Pinner Road and Chesnut Avenue.

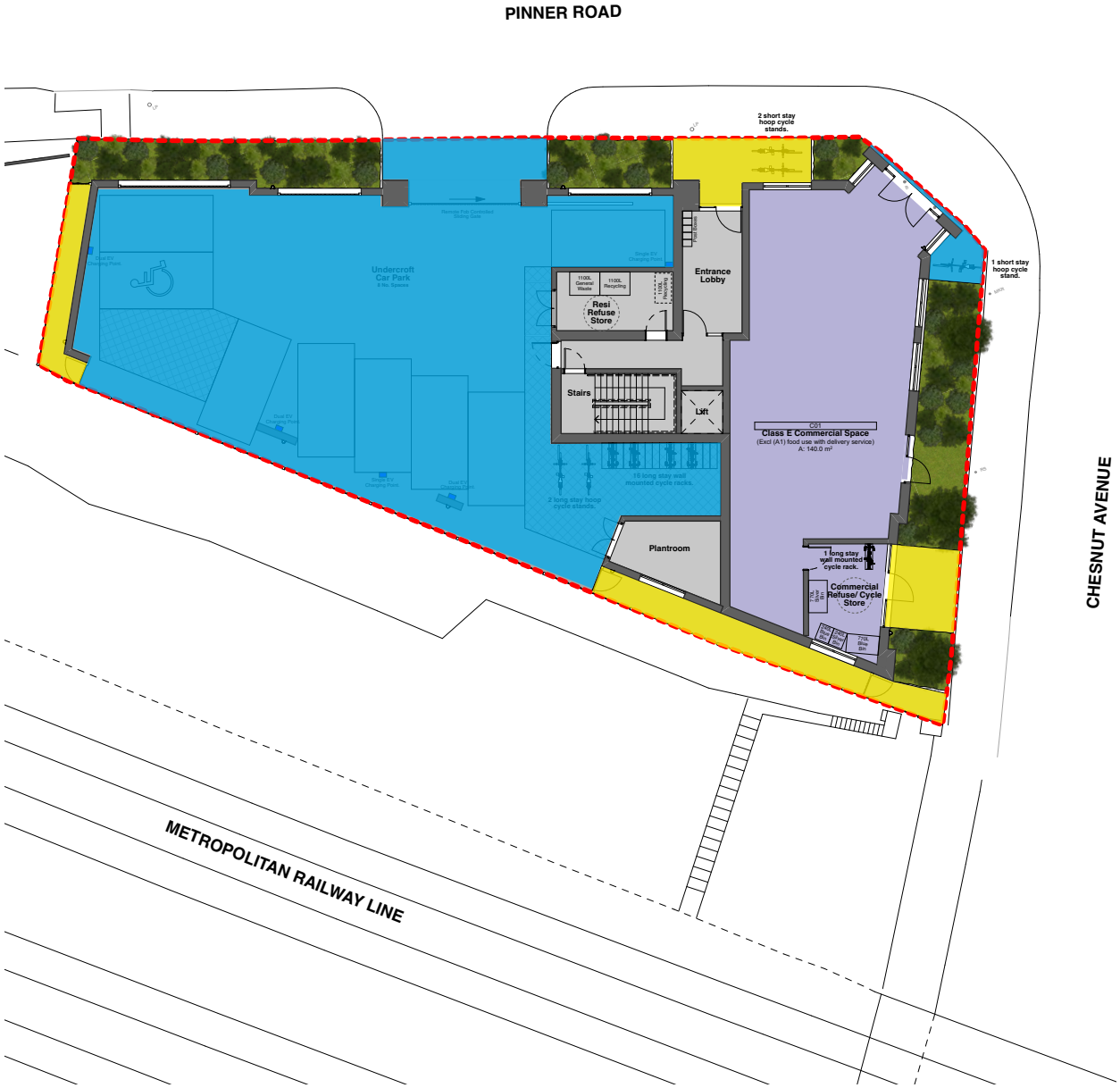
Vehicle routes will have a tarmac finish. Pedestrian access routes and areas around the back of the building will be formed with permeable paving as part of the SuDS strategy for the development.

A Low level dense planting areas



B Permeable block paving
(areas highlighted yellow)

C Macadam surface.
(areas highlighted blue)

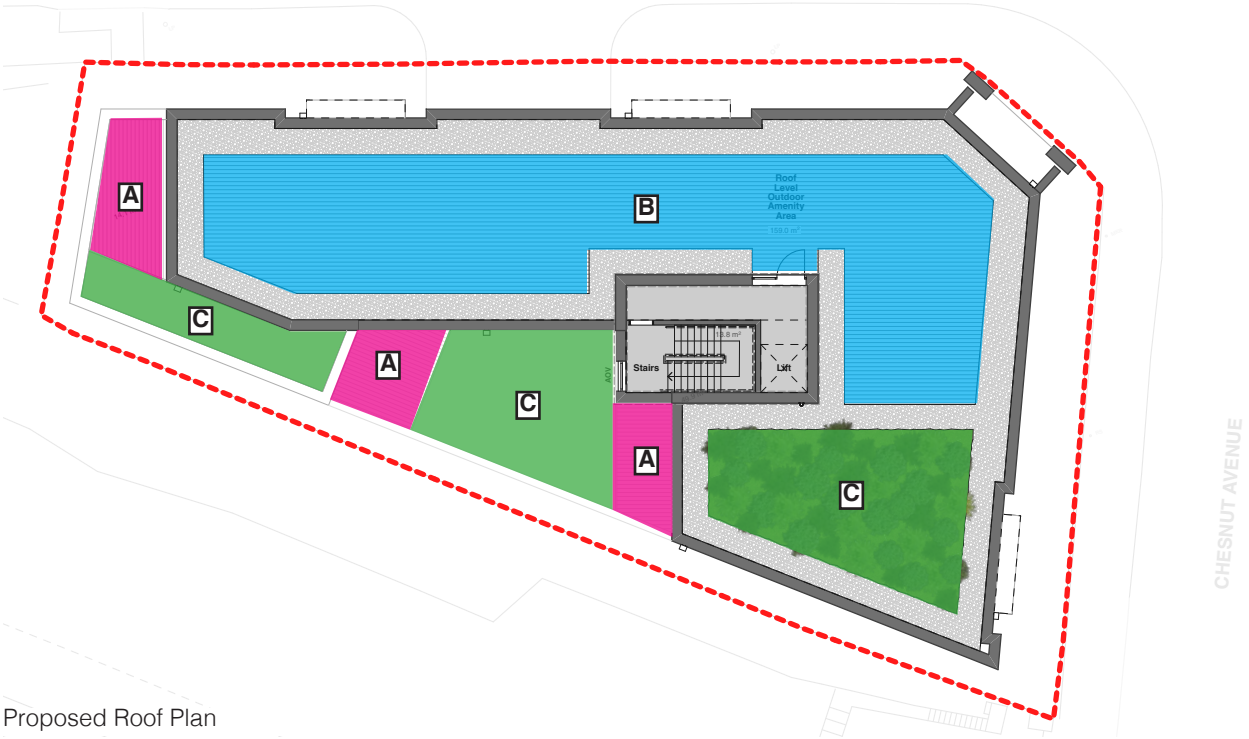


Proposed Ground Floor Plan

Landscaping & Environmental Considerations (continued)

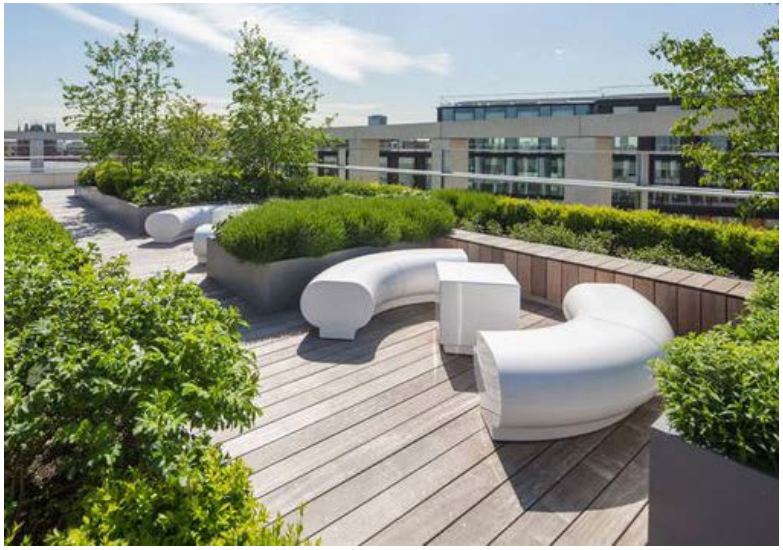
Above ground level, the proposals employ a range of landscaped zones at various levels to improve bio-diversity and increase the extent of landscaped areas within the development.

These landscaped areas will include both hard and soft landscaping depending on their location and use. The plan across and precedent images below provide outline principles of the proposed locations for private amenity roof spaces, shared amenity roof spaces and soft-landscaped/ bio-diverse roof spaces.



Proposed Roof Plan

A. Private roof terrace with soft landscaping



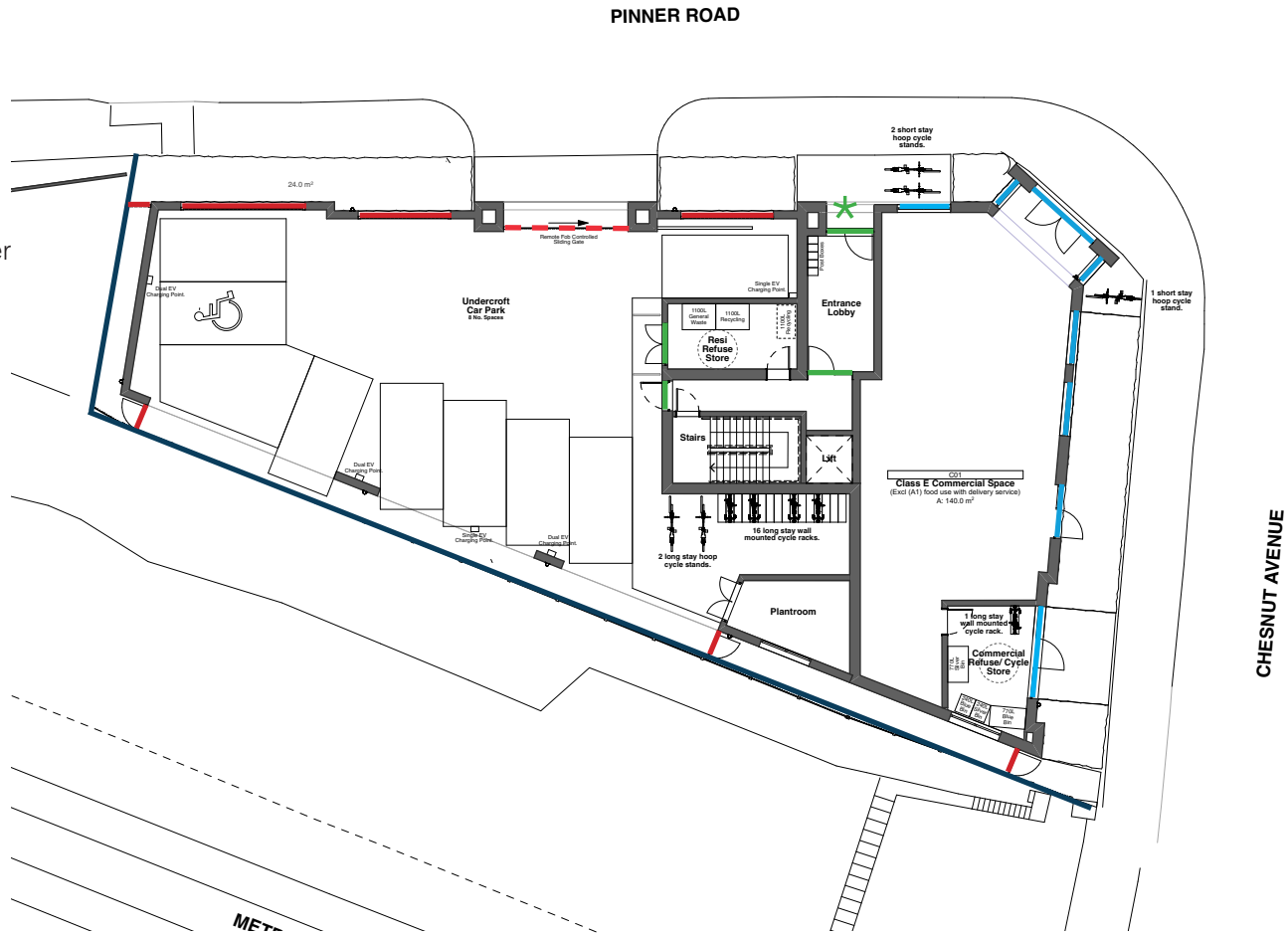
B. Rooftop shared amenity

C. Rooftop soft landscaping/ bio-diverse areas

Secure By Design

The development has been designed to incorporate the principles of Secure by Design guidelines providing a scheme that provides both safety and security of its occupants but also neighbouring properties and the public areas of both Pinner Road and Chestnut Avenue with a new active frontage, improvements to areas fronting Public Realm areas. The mixed use residential/commercial development will provide a much higher level of Natural Surveillance throughout the day and night.

- The new development will have a new residential population which will naturally increase the activity to this part of Pinner Road/ Chesnut Avenue both in the daytime and evenings.
- The new residential apartment windows and balconies overlook all of the adjoining pavements and public realm providing natural surveillance to the development and onto Pinner Road/ Chesnut Avenue.
- Access to the primary entrance and undercorft car park is in clear view from the public realm.
- The front entrance and core entrance from within the undercroft will provide access for residents via a secure fob controlled lobby to negate tailgating.
- Intercom connection from the primary entrance to each apartment is provided to allow controlled access for visitors.
- Post boxes will be provided to the ground floor lobby so delivery personal are not required to access individual apartment entrances.
- Access to the undercroft car/ cycle parking is for residents and maintenance personnel only and will be secure via a full height remote fob controlled automatic sliding gate.
- Views are provided in and out of the undercroft area via full height metal railings affording natural surveillance to this area.
- Access to areas around the back of the building (not covered by natural surveillance) are gated and accessible by maintenance personnel only.



Main Entrance/ Lobby/ Bin Store Door to be tested and certified PAS24:2016 door sets, as will the all individual internal flat entry doors.

Ground Floor Commercial glazing to be tested and certified BS EN 356 P2A or higher. The commercial unit door to be a tested and certified security standard of LPS1175 security rating 1 (SR1) equivalent)

Existing 2.4m high steel mesh fence to TFL boundary.

New 2.1m (min) steel railing or lockable gate (where indicated) for maintenance access. Gates will include an integrated British Standard tested lock

Sliding Vehicle Gate with remote fob access/egress tested and certified LPS1175 SR1 (A3) or equivalent

* Ground Floor Primary Entrance door to be tested and certified PAS24:2016 door set with visitor access control system

Transport/Access/Servicing

Full details of the proposed transport, access and servicing strategy can be found in the Transport Statement and associated drawings prepared by Iceni included within the Planning Submission documents. The below gives a summary of the car/ cycle parking and refuse storage provided on site.

Vehicle Parking

8 parking spaces are provided for the development, one of which will be an accessible parking space and are located within the secure undercroft area. Various drawings have been prepared by Iceni and included within the Planning Submission documents demonstrating how vehicles can safely manoeuvre into and out of the site and also in and out of each parking space.

Cycle storage

Long stay cycle parking for the residential apartments is located within the secure undercroft area, which can also be accessed from within the building adjacent the stair core. Space is allocated for 18 cycles for residents, including 2 spaces for larger/ adapted cycles in line with London Plan standards. A further 2 short stay cycle spaces (hoop stands) for visitors is to be provided outside the primary residential entrance door.

The commercial unit is to be provided with 1 long stay cycle parking space located within the building which can be accessed from Chesnut Avenue. There is also a further short stay cycle parking space located adjacent the main entrance into the commercial unit at the corner of Pinner Road and Chesnut Avenue.

Refuse storage

Residential waste is stored in a dedicated refuse enclosure within the undercroft area, which can be accessed directly from the lift/ stair core. Travel distances from each apartment to the refuse store are below 30m in accordance with the Building regulations document H6.

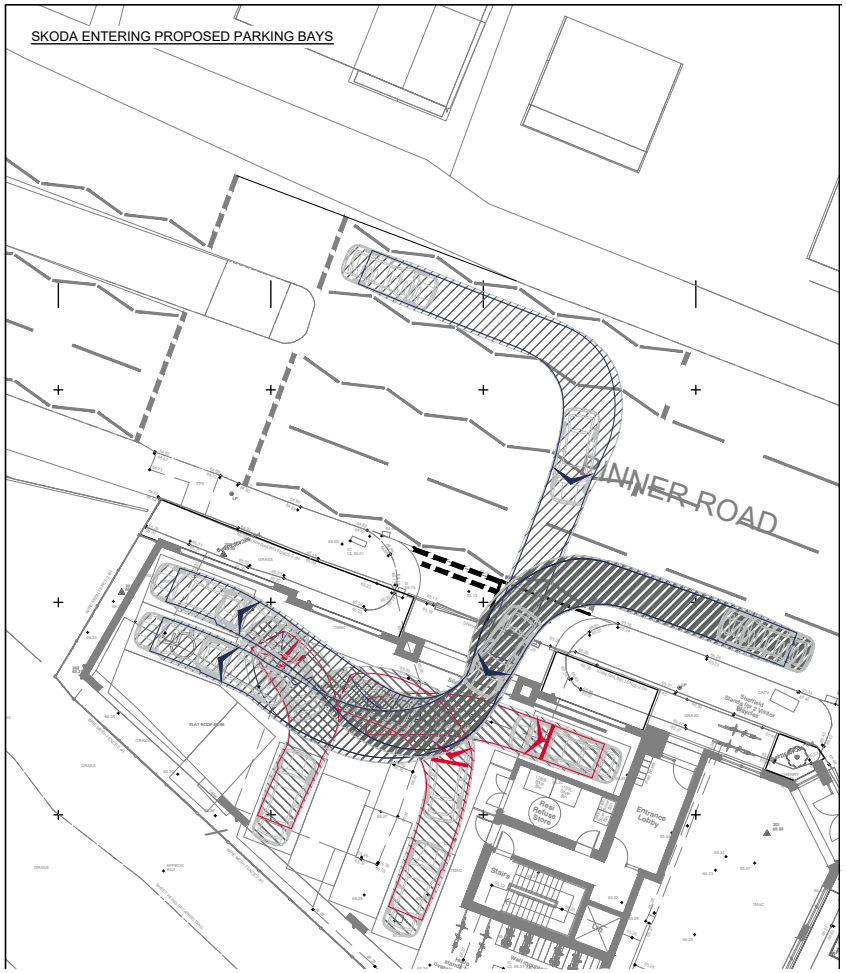
The location of the refuse enclosure provides an optimum position where it can be reached by both refuse operatives (within 10m of the kerbside on Pinner Road) and occupants of the building.

The refuse requirements have been provided by the recycling team of Waste Service, Hillingdon Council with the following to be provided;-

1 x 1100ltr container for recyclable waste
1 x 1100ltr container for general waste

Additional space within the refuse store is allocated for food Waste which is intended to be introduced by the council in the near future.

For the commercial unit, refuse capacity has been calculated using the relevant British Standard.



Extract from Swept Path Analysis

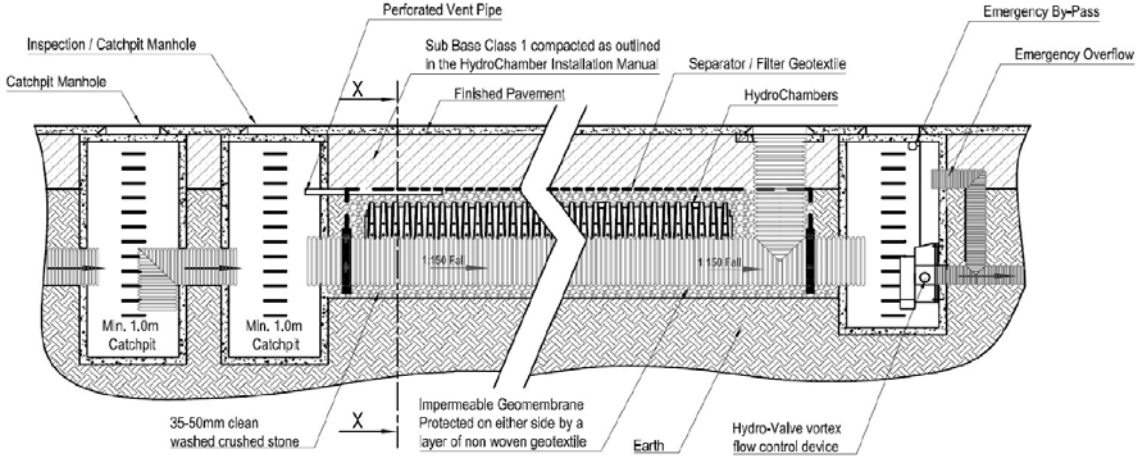
Sustainable Drainage (SuDS)

In order to mitigate flood risk posed by the proposed development, a controlled system to manage rainfall has been developed by Simon Beale + Associated which is included within the Planning Submission.

An attenuation tank within the undercroft car park is proposed to temporarily store excess rainwater discharging from the roofs, terraces and balconies.

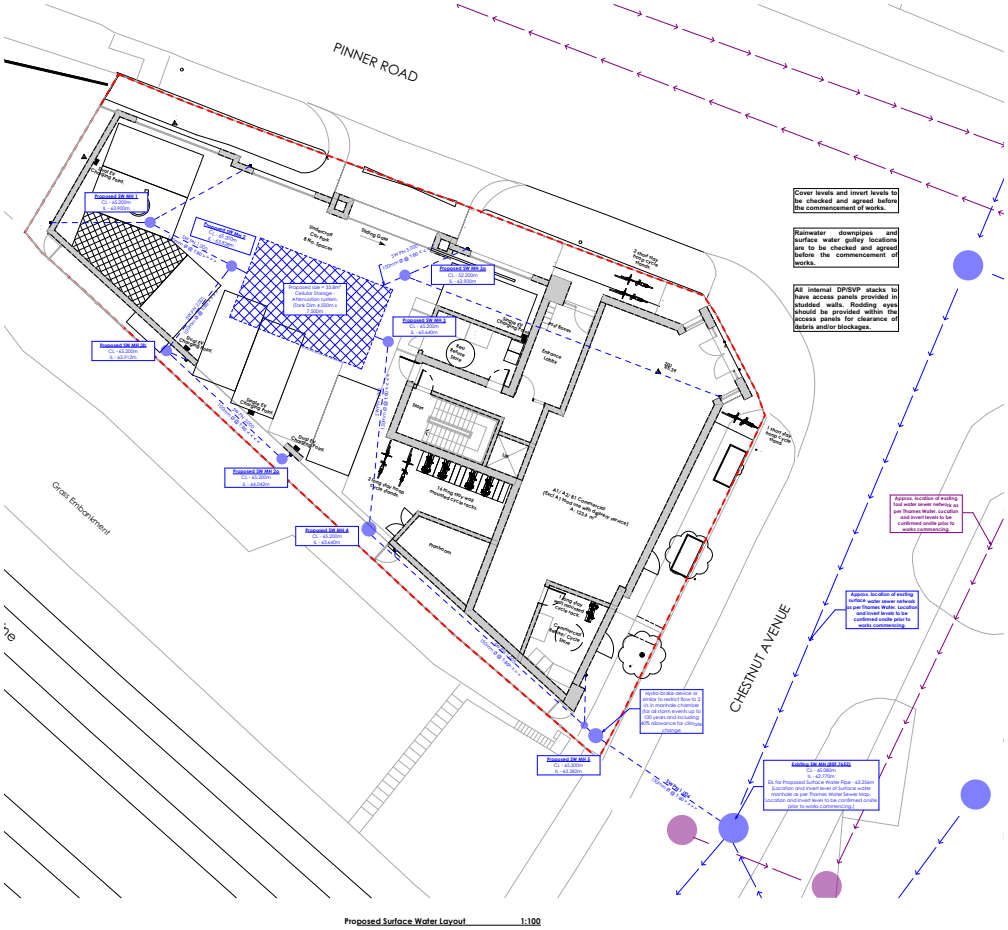
Permeable paving will be specified to help control the discharge rate into the public sewer also.

Full details of the drainage strategy and calculations can be found in the SuDS drainage design documents prepared by Simon Beale + Associates.



TYPICAL SECTIONS THROUGH HYDRO-CHAMBER ATTENUATION SYSTEM

Extract from Simon Beale + Associates Proposed Details (Attenuation System)



Extract from Simon Beale + Associates Proposed Surface Water Sewer Layout

Energy/Sustainability strategy

A **'fabric first'** approach will be implemented to achieve compliance with the Building Regulations Part L 2013.

Passive Design Measures - The proposed development will incorporate high levels of insulation and high performance glazing.

Air Tightness - Good construction detailing and the use of best practice construction techniques will be adopted to minimise the amount of air infiltration.

Active Design Measures - All light fittings will be specified as low energy lighting, and will accommodate LED, compact fluorescent (CFLs) or fluorescent luminaries only.

Natural Ventilation - All apartments are dual aspect benefiting from cross ventilation via the incorporation of acoustic trickle vents integral to the windows. All apartments have open-able windows and doors to balconies providing passive and purge ventilation eliminating the need for mechanical cooling.

Controls - Advanced lighting and space conditioning controls will be incorporated. Smart meters will be installed to monitor the heat and electricity consumption of each dwelling; the display board will demonstrate real-time and historical energy use data and will be installed at an accessible location within the dwellings.

Sustainability

Encourage the adoption of sustainable management policies for the lifetime of the development including water management, waste during construction, energy and transportation of materials during construction.

Encourage access to sustainable modes of transport focusing on suitable accessibility to pubic transport, sufficient provision for alternatives such as cycle storage to reduce the need for car journeys to help reduce the C02 emissions associated with the development.

Sustainable water use throughout the development via Low Flow water fittings to be fitted throughout as well as water meters and Leak detection.

Source and procure construction materials locally where practical which have a low embodied impact over their life including extraction, processing, manufacture and recycling.

Space heating provided through the use of highly efficient boilers alongside smart metering to allow ongoing monitoring of energy usage.

Prioritise the comfort, health and well being of both residents and visitors to the development.

5.0 Appendices