

PLANNING, DESIGN and ACCESS STATEMENT



Demolition of existing building and erection of a new building housing
1 replacement and 5 new dwellings with associated bins, cycle and alterations to
existing drop kerbs.

At

190 Joel Street
Eastcote, Pinner

January 2019



Site and Surroundings

The site is a larger than average double width corner plot, which presently houses a detached residential house. The property benefits from a rear garden with frontage parking for several cars.

The frontage is covered in hard surface and benefits from an 'in' and 'out' access drive. Land levels gradually decline from front to rear. The side is enclosed on both sides and rear with fencing.

The immediate area includes a mix of residential development including 3 and 4-storey flats development adjoining the site and semi-detached, terrace and detached houses found along Joel Street with a varied mix of building design and forms.

The site is within walking distance to local shops, parks and several schools and a short walk to the main Northwood Hills shopping area. The site is next to a bus stop and is within walking distance to the main tube station. The site is considered to be within a location that supports cycling and walking for local trips.

Residential development along this part of Joel Street largely benefits from off road parking and as such there is limited parking stress in the immediate area. The road along this part of Joel Street is unrestricted and wide.

The building is not listed, is of no architectural merit. The building is not located within a conservation area and does not have any trees on site that are subject to any Tree Preservation Orders.

Policy considerations

National Planning Policy Framework 2018 (NPPF)

The London Plan 2016

The Draft London Plan

Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan 2012

Planning History

16589/APP/2018/945	Conversion of two-storey dwelling into 2 x 2 bed self contained flats with associated parking and waste store. Approved.
16589/APP/2018/3310	Demolition of existing building and erection of a three-storey building house 1 replacement and 5 new dwellings with associated bins, cycle and alterations to existing drop kerbs. Refused, pending Appeal.

The present scheme is a revised application to 16589/APP/2018/3310 that includes the following key changes:

- Design now incorporates a stepped layout with a set back and set in towards the northern boundary.
- Both sides of the new building will retain 1m gaps off either side boundary.
- The roof form of the development incorporates a mansard roof
- The drop kerbs and crossovers have been amended.
- Increased lawn to the frontage
- Height reduction of new building by 0.4m to be lower than adjoining flats.

The above changes are positive responses to the issues raised by the LPA and the applicant requests the LPA to take these into consideration in the determination of this application.

Planning Proposal

The application seeks the demolition of the existing residential building and erection of a new building with a mansard roof housing 1 replacement and 5 new residential dwellings. Key elements of the proposal are as follows:

Proposed Residential Accommodation

Ground floor

2 x 2 bedroom (3 person) flats of **61m²**

First Floor

2 x 2 bedroom (3 person) flats of **61m²**

Roof Floor

2 x 1 bedroom (2 person) flats of **61m²**

- o Shared bins and secure cycle storage units for 6 cycles.
- o **141m²** of communal amenity plus 25m² x 2 courtyards and frontage lawn.
- o 4 allocated car parking spaces.
- o Alterations to existing in and out access drives and drop kerb(s).

Overall the development will provide a more efficient form of residential development in this edge of centre location.

The building's scale is reflective of other higher density development found in the immediate locality and its design and presentation will be a natural extension to that established character on this side of Joel Street.

Principle of Development

The site is located off Joel Street, which accommodates a mix of residential development, with the immediate setting dominantly defined by higher density flats development. The development will result in 1 replacement dwelling and 5 additional dwellings.

The site is close to local amenities, shops, schools and a several public transport options. As such the site can support higher density residential development.

The site benefits from extant permission for higher density flats development under 16589/APP/2018/945 and in that application's determination the LPA agreed the principle of higher density flats development was acceptable.

The NPPF 2018 does not preclude previously developed land from being developed and neither does Local Policies subject to other policy considerations.

Paragraphs 68 of the NPPF 2018 directs:

Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

(A) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;

(B) use tools such as area-wide design assessments and Local Development Orders to help bring small and medium sized sites forward;

(C) support the development of windfall sites through their policies and decisions-giving great weight to the benefits of using suitable sites with existing settlements for homes;

Paragraphs 87 of the NPPF 2018 states:

When considering edge of centre and out of centre proposals, preference should be given to accessible sites, which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.

Paragraph 118 of the NPPF 2018 directs:

that planning policies and decisions should “promote and support the development of under- utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively”.

Paragraph 123 of the NPPF 2018 goes on to say:

that “Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.”

The site is a small site sought to be developed by a small developer and will result in a windfall contribution to new housing not previously identified in the allocated housing delivery plan.

Paragraph 1.2.25 of the Mayor of London Housing SPG, March 2016.

Boroughs should proactively enable and fully realise the potential for small sites to make a substantial contribution to housing delivery in London, taking into account the strategic need to optimise housing output (Policy 3.4) and increase housing supply (Policy 3.3). Small sites (below 0.25ha) play a crucial role in housing delivery in London. Between 2005 and 2013 on average 10,100 net housing completions were provided each year on small sites, representing 38% of overall housing supply in London. Projected housing delivery on small sites accounts for 25% of London’s overall capacity identified in the SHLAA and is expected to comprise over 50% of overall supply in the case of a number of individual boroughs.

On October 27th 2017, The Great London Authority published housing targets to be part of the new London Plan, with Hillingdon Council being asked to deliver 1,553 new homes per year, an increase of more than double the existing 559 new homes p.a.

The Government and London Mayor have placed increasing emphasis on encouraging Council’s to optimise new housing provision through higher density development in accessible locations through large and material to this application, small sites.

The Draft London Plan published in December 2017 reinforces the updated housing targets for Hillingdon. The Draft London Plan sets out clearly in Policy H1 Increasing housing supply – the need to encourage development on windfall sites not previously identified in the Local Plan.

In addition Policy H2 Small sites – seeks a greater role for small sites in the delivery of new housing provision with Council’s encouraged to significantly increase the net

contribution these sites make, through a diversification of sources, location, type and mix of housing supply.

The sub-text seeks to increase housing provision in accessible parts of outer London to help address the substantial housing need in these areas and deliver market homes in more affordable price brackets.

The applicant notes the Draft London Plan consultation took place between 1 December 2017 and 2 March 2018, prior to its Examination in Public in Autumn 2018 and that at this stage whilst it carries limited weight the Draft London Plan (2017) remains a material planning consideration and as the examination progresses with each month it is afforded greater consideration.

It should also be noted the NPPF 2018 places greater emphasis on the delivery of new housing through smaller sites in accessible and sustainable locations.

The Draft London Plan states:

“Loss of existing biodiversity or green space, as a result of small housing developments, should be mitigated through measures such as the installation of green roofs, the provision of landscaping that facilitates sustainable urban drainage, or off-site provision such as new street trees in order to achieve the principle of no net loss of overall green cover. Rainwater attenuation features should be incorporated to achieve greenfield run off rates.”

In this instance the proposal will incorporate an 89m² green roof and permeable paving for sustainable drainage purposes.

The site, which sits within the context of existing higher density development is therefore capable of making more efficient use of existing urban land through the redevelopment of a small windfall site in line with the London Plan density matrix.

It should also be emphasised that the policy’s supporting text makes clear that whilst a rigorous appreciation of housing density is crucial to realising the optimum potential of sites, it is not appropriate to apply the density ranges mechanistically. The Council is requested to recognise the site adjoins existing higher density development and is an edge of centre location.

The redevelopment of this site to include higher density development is considered to be in accordance with the Council’s Development Plan, the emerging Draft London Plan, London Plan 2016 and the NPPF 2018, which collectively seek the efficient use of urban land and support the location of new residential development within existing built up and accessible areas.

Character & Design

Paragraph 127 of the NPPF 2018 states that planning decisions should ensure developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

At the regional policy level Policy 3.5 of the London Plan, 2016 (consolidated with alterations since 2011) states that housing developments should be the highest quality internally, externally, and in relation to their context and to the wider environment. The design of all new housing should enhance the quality of local places, taking into account physical context and local character.

Policy 3.4 Optimising Housing Potential

- Taking into account local context and character, the design principles in Chapter 7 and public transport capacity, development should optimise housing output for different types of location within the relevant density range shown in Table 3.2. Development proposals, which compromise this policy, should be resisted.

Policy 3.8 Housing Choice

- Londoners should have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environments.

The immediate area is characterised by a mix of properties with taller higher density flats development (Silvester House) to the immediate side and rear of the application site and terrace, semi-detached and detached houses found opposite and wider context.

The street scene is residential in character and appearance, and comprises of various styles and sizes of dwellings with differing architectural compositions. It is fair to state the surrounding area to the immediate side and rear of the site area of higher density development of flats.

The site is a wider than average plot with the building setback from the main road with frontage parking. The rear garden is enclosed with fencing and a mix of shrubs. Land levels drop from front to rear and to the southern side beyond the shared boundary is a drop to the lower ground floor parking and internal drive of the neighbouring flats.



The building as sited is set behind the front of Silvester House and also set in from the rear. The building retains a gap with the flats development spread across 3 floors.

The building is none descript and adds nothing to the wider residential character of the road, which is varied with a mix of houses and flats development that includes front facing 3-storey development.

The variation is illustrated below with the mix of photos showing the existing urban character.





The varied character is informed by a mix of building heights, differing roof forms, building vary in finishing materials, roof forms and gaps between them.

The majority of houses benefit from generous on-site parking forecourts and driveways with limited on road parking. The general character is relatively open with a mix of landscaping.

The buildings fronting on to Joel Street generally benefit from good set backs from the footpath on both sides. Silvester House, the adjoining flats development has a staggered siting, which projects forward at the mid point, where the building height also rises.

As the site is not within a special area of character and there is no one design that reinforces local distinctiveness, the opportunity exists for a new building with its own design with cues from the surrounding context in terms of materials and height, can be introduced to enhance the wider setting.

An opportunity also exists to improve the forecourt character that is presently devoid of landscaping with uneven surfaces.

Proposed Building

The immediate area is not a conservation area or a designated area of special character and retains no buildings of significant heritage or other listed status.

As such there is no reason why a new building cannot infill within its own site without impacting any long or short views of the houses to the rear or harm views of other important assets to the detriment of the public realm.



Birds eye views above of the application site, which show its siting with respect to the apartment building next door, roof forms of the flats and terrace of houses to the rear and the open gap beyond the northern boundary.

On the southern end of Silvester House as shown below, the apartment building is built up to the edge of the side road with no set back within its own plot.



The proposed building will be of a scale and form that is broadly in keeping with the scale of higher density flats development that adjoins the site. The building will be presented as a two-storey building with a mansard roof, taking its design cues from the adjoining flats development at Silvester House.

Like at Silvester House accommodation will be split across all floors, including the roof. The building will be of a lesser height than Silvester House and has been reduced by 400mm in comparison to the previous flat roof building proposed under an earlier application.

The new building will be set at least 1m off the shared boundary with Silvester House and 1m off the northern boundary, thereby retain gaps within the plot boundaries.

With respect to the northern side there are no immediate houses or any other buildings adjoining off the building line to the north other than a lawn area, a footpath and a further expansive lawn and tree area with a terrace of buildings sited much further back.

This illustrated by the images below that show the area of side lawn and footpath next to the site and the angled terrace of houses located further to the rear. Infilling the side area within the northern boundary of the plot with a retained internal gap of 1m will not diminish the external gap to the detriment of the wider streetscene or the setting of the houses to the rear.



In the same light the new building will be sited in a similar position to the existing building when measured off the southern boundary. In this instance the development will be read in the context of a new residential apartment building sited next to another terrace of apartments and not between more conventional houses sited side by side.

The development will be policy compliant for new builds and retain sufficient gaps both within the plot and externally not resulting in any detrimental terracing between buildings and continuing to retain the openness of the site, especially to the north.

The new building is to be set marginally forward of the current building but no further forward than the main front aspect of Silvester House.

The frontage is presently hard surfaced and lacking any amenity qualities. The new frontage character includes an increase in lawn area and tree planting and will enhance the frontage and retains its open character. Cars are parked within the same frontage so the re-siting of parking in the same space will not harm this character.

The building will be read as a continuation of higher density development off the current apartment blocks. Its scale and siting will continue to be sufficiently set back from the road in line with the varied building lines found on either side of Joel Street.



The siting of the new building will continue to respect the 45-degree lines when taken from front and rear nearest windows off Silvester House as shown below and as such will be policy compliant.



The building itself will be stepped in layout, with one side having a broad span and sited forward, whilst the lesser span element will be set back.

This will also break up the frontage and side massing of the building, especially towards the northern boundary.

Materials & finishes

- Brick finish with white parapets
- White render
- Windows, White UPVC Sash Window
- Mansard tile with green roof
- Permeable paving for parking bays

The external amenity area will be a mix of porous gravel and lawn with planting to the front and rear lawn areas.

All side and rear boundaries will be enclosed by 1.8m high wooden panels with soft landscaping treatment around the rear.

Final selection of all materials can be controlled by the Council and delivered by way of a pre-commencement planning condition.

Residential layout

Each of the dwellings will have a GIA of 61m², which meets the London Plan standards for 2 bedroom 3 person flats.

Each of the units will have front and rear facing aspects and laid out to stack bedrooms above bedrooms and living spaces above living spaces. All dwellings will have at least 75% of floor to ceiling heights at 2.3m in accordance with the London Plan.

The development will naturally seek to meet the requirements of Building Regulations with respect to soundproofing.

The quality of internal living space will be sufficient to provide future occupants with a good internal living environment with access to onsite communal amenity. The ground floor flats will each retain an enclosed rear courtyard.

Parking bays will be separated from the front windows of both ground floor flats by landscaping buffers that provide sufficient space for a path, lawn, flowerbed planting and small tree planting.

Lastly, the Council is requested to note that with the advent of technology and modern furnishings flats can readily be filled with flat panel televisions, multi functional storage units, laptops and compact utility units which combined can significantly reduce floor space demand within units.

This allows more openness within residential units that can equally contribute to its own internal amenity space.

Garden Provisions

The Mayor of London's Housing Supplementary Planning Guidance (HSPG) sets out that 5m² of private amenity space should be provided for every one or two person dwelling, with a further 1m² for each extra occupant.

Where this is not achievable a degree of communal space and proximity to alternative public open space should be considered rather than stifle the delivery of new housing.

The application is for 6 dwellings. The total amenity requirement for this development to meet the requirements of The Mayor of London's HSPG will be 36m².

Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that residential buildings should provide external amenity space which is sufficient to protect the amenity of the occupants of the proposed and surrounding buildings.

Paragraph 4.17 of the Hillingdon Design and Accessibility Statement: Residential Layouts (HDAS) states that each 2-bed flat requires 25m² of amenity space each.

To meet the requirements of Paragraph 4.17 of the Hillingdon Design and Accessibility Statement: Residential Layouts (HDAS) for 6 x 2 bedroom dwellings will be 150m².

The proposal will provide a 141m² communal garden and 2 x 25m² of enclosed gardens for the ground floor flats thereby providing a total of 191m², which meets and exceeds the amenity requirements for the development.

In addition the site is within walking distance to a local park and Ruislip Common, which provided further public open space for general play, jogging and recreation.

The application is submitted with an Amenity Statement that seeks to demonstrate that in additional onsite amenity material consideration should also be afforded to proximity and access to public parks and spaces when considering the provision of or mix of onsite and other amenity provisions.

It is put forward that the proposal will provide a good mix of onsite communal amenity and courtyards to the ground floor dwellings with the added benefit future occupants will have of being close to a range of public open parks and spaces.

The map below shows the location of the application site and a route to the nearest local park and the larger public common area. This provides an additional amenity benefit to future occupants who can access this provision by walking or cycling.



Parking Provision

Paragraphs 102 of the NPPF 2018 states:

(C.) opportunities to promote walking, cycling and public transport use are identified and pursued;

Paragraphs 103 of the NPPF 2018 states:

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

The proposal seeks to provide 4 onsite parking spaces. Each ground and first-floor dwelling will be allocated 1 parking space with the top 2 flats having no forecourt parking.

The proposal provides for 6 cycle storage units to encourage localised non-private vehicle based trips. The provision is inline with the Council's adopted standards of 1 cycle space per 2-bedroom dwelling.

It's noted that Joel Street is a designated classified B-road (the B472) and is not identified as a strategic A-road and secondly it doesn't feature as a principle road of significance in the Council road hierarchy map.

The application is submitted with a Transport Note, which includes a parking survey with census data to support the provision of the proposed parking. As part of that assessment and the applicant's own observations of day-to-day traffic along Joel Street, it is evident from the observations that Joel Street is not a heavily trafficked road

The applicant notes the Council Highway Officer has previously stated 'On the **premise** that Joel Street is a heavily trafficked and high category of road...' to underpin its assessment of highway and parking assessments for a previous application of 6 x 2 bedroom flats with 4 parking spaces, which is identical to this application in terms of unit numbers, mix and parking provision

The Highway Officer's previous comments appear to be based on a **premise** or assumption that Joel Street is heavily trafficked rather than supported by evidence or assessment. The Council will appreciate that this issue is also the subject of a pending appeal.

It was noted however, the Council's Highway Officer affirmed the parking survey undertaken by for the 6 x 2 bedroom flats scheme with 4 parking spaces and accepted the broad availability of parking spaces and lack of parking stress on Joel Street and nearby roads.

This was further supported by the fact that most houses along this part of Joel Street have off road private parking within garages, drives and forecourts and do not rely street parking.

Whilst this part of Joel Street is an unrestricted road it is not near any major developments that would otherwise generate high immediate demand for on road parking. Rather this part of Joel Street lacks parking pressure for the very fact that most houses and existing flats have sufficient private parking and do not rely on the road for parking.

The previous Highways Officer comments affirmed this by stating:

'parking availability is likely to be as a result of the relatively ample on-plot parking provisions exhibited by surrounding properties and the lack of attractions in proximity of the address that would inherently generate commuter related parking demand such as a train or shopping centre.'

At the very least the Highway Officer agreed there was sufficient parking capacity on Joel Street and adjoining roads to accommodate overspill parking. This is on the basis of an application of maximum standards, which is not aligned with the sustainability objectives of the NPPF 2018 that seeks developments to become less reliant on private vehicles in a range of locations.

The Transport Note sets out Census data that identifies car ownership for the area was moderate and for flats 50% have no car or van. On that basis the provision of 4 parking spaces is considered acceptable and will result in no overspill on-street parking. Using the London Plan it could be projected that 2 additional cars could be parked on off site but this is still considered marginal.

Recognising that there will be a degree of visitors to the site and could potentially be overspill demand, this can still be accommodated on Joel Street, which has a low parking stress of 18% and significant parking capacity along clear parts of the road, that readily allow existing parking to take place as well as passing traffic to continue to flow past as shown below.



Images show free flowing traffic passing existing parked cars along this part of Joel Street



There is ample unrestricted kerb space to accommodate any marginal overspill parking from either residents or visitors without obstructing the road itself on the opposite side of Joel Street along a significant length of kerb space with the highway being wide enough to allow traffic to move freely between parked cars.

In addition visitors and residents have access to immediate bus stops as well as shops, parks and services all within walking and cycle distance there by reducing the need for either car demand or trips overall by car. Trip generation from the site will be marginal.

The applicant is unaware of any local parking concerns on parking or free flow of traffic being blocked by existing parked cars and the road continues to be unrestricted across significant lengths either side with no parking restrictions.

Even if limitations were to be imposed along stretches of Joel Street the Transport Note has identified parking opportunities on other nearby road and the sites local accessibility does not change, which would continue to support local trips without the need of private vehicles.

The Transport Note Parking Survey Table 2.2 indicates of the unrestricted 91 car parking spaces available across 455m of kerb length along Joel Street, 16 cars were parked with the remaining 75 spaces free resulting in 82% spare parking capacity.

Of the 16 parked cars it would be fair to say these related to local residents or visitors and these vehicles at present do not block the free flow of traffic at any time of the day. If they had done no doubt the Council would have applied restrictions.

If it is reasonable for existing residential properties on Joel Street to park on the kerb, albeit in limited numbers, then it is reasonable to assert any overspill parking from the development can also be accommodated on the same kerb length without hindering the free flow of traffic.

The fact is parking stress across the surveyed roads is at a low 33% and even lower along Joel Street at 18% with significant capacity to safely accommodate marginal overspill parking, visitor parking or any short stay parking for deliveries or maintenance. This is notwithstanding the Census data that shows 50% of the new flats will likely have no private vehicles or vans.

The application demonstrates the location of local schools, parks and shops and routes to them, which are easily accessibly by walking or cycling.

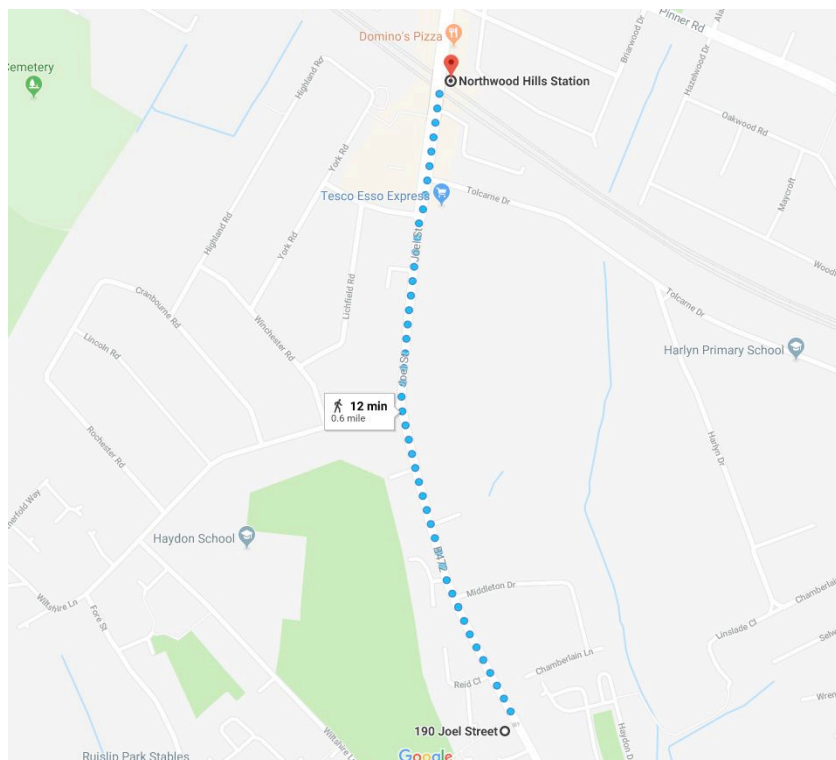
With respect to the Ptal score it provides a good guide to cross London travel but fails to fully take account of local accessibility.

The Census data supports local accessibility as only 50% of flats own a car or van, so those without a vehicle must be using public transport and find local accessibility to amenities acceptable for their needs.

The priority of smaller flats is often to be in close proximity to a range of other amenities that they can access by non-car based trips as well as having access to local public transport.

In this case there is local access to a range of amenities by cycle or walking. As for public transport, the bus stop is within visual sight of the site.

The map below shows the site is within 600m walking distance of the main High Street and Tube station. As such the development site is considered an edge of centre location that can support new higher density residential development.



Furthermore, the emerging Draft London Plan supports sustainable higher density development within 800m of local centres, which the site falls within.

Whilst the Draft London Plan is emerging its support for less reliance on private cars for trips and support for development in accessible and sustainable locations is underpinned by the adopted NPPF 2018, which continues to have a presumption in favour of sustainable development.

The Draft London Plan also gains weight as it progresses through the consultation and examination process and at its current stage it is considered to be a material consideration both in terms of highways, parking and small sites redevelopment in various locations.

The Highway Officer previously determined that even with the wide availability of on road parking capacity on Joel Street and other nearby roads any marginal overspill from applying maximum parking standards would still result in the blocking of the free flow of traffic on a premise or presumption the road is firstly heavily trafficked and secondly in the absence of any evidence. It is put forward this analysis is absent of impacts in context of the NPPF 2018.

In contrast the previous and present applicant demonstrates there is access to sustainable transport options locally.

These include bus stops within 100m of the site and Northwood Hills Tube Stations is within about 0.6km of the site. This is within the 1km acceptable commuter walking distance set out in the Institution of Highways Document 'Guidance for Providing

Journeys on Foot'. The development will also provide cycle storage and is within about 0.6km of Northwood Hills High Street.

Given the sites location within walking and cycling distance of trains, buses and the town centre, it would not be necessary for the occupants of the dwellings to use a car to access day to day services.

The application seeks to provide a balance of dwellings with parking and some without whilst making more efficient use of a site to deliver higher density development in an accessible location.

The proposed parking provision has been sent out with an evidence based approach and in conformity to the NPPF 2018 objectives of delivering sustainable development that encourages less reliance on private vehicles.



Above shows nearby bus and tube services and below shows local and main shops.



In terms of highway access, this will be via altered drop kerbs sited on either side of the site frontage. The altered access points will serve 2 cars each with a relief area in between. The re-use of the access points will have no impact on the highway and vehicles will continue to access and leave the site in the same manner they do at present.

The Council is requested to note the access widths have been amended to bring them in line with the Highways Officers previous guidance.

Secure Access

Access into the flats will be via a single shared entrance to the building. A separate side gate and pathway will provide access to the communal rear garden and cycle storage units.

Landscape

The frontage area will be retained for parking with generous landscaping buffers to include flower bed and small tree planting, however it should be noted that the existing property is already covered by hard standing and the proposed development will not erode any existing landscape area.

The rear garden will largely remain with a mix of trees and new planting, the later can be secured by way of condition.

Refuse Bins

The proposal provides refuse bins to meet the occupancy needs as per the proposed plans. These will be sited for ease of collection at the front, screened in part by planting and contained within timber boxes.

Lifetime homes

In terms of lifetime home the Council will be mindful of the need to provide a range of residential dwellings to meet the Council's varied housing demands and that placing demands on every additional dwelling, especially smaller units for lifetime home requirements is onerous and impractical. Such measures and housing needs can readily be delivered through larger housing schemes but should not be imposed on smaller housing schemes.

Notwithstanding this, the ground floor flat can be adapted to meet lifetime home criteria should future occupants seek to make the necessary changes to meet this for their own needs.

In any event the proposal would need to satisfy the appropriate Building Regulations criteria.

The applicant notes previous comments from the Access Officer with respect to a lift. The requirement of a lift for a small development of 6 flats across 3-floors is an onerous and unviable proposition.

Neighbouring amenity

The site is located at the end of corner of existing residential development. The immediate south is adjoined by a terrace of 3 and 4-storey flats development, with 3-storey fronting the highway and 4-storey to the rear.

The adjoining flats are spread across 4 floors, with the front presenting variations of 3-storey development and the rear being 4-storey. The flats have a varied front and rear building line with a mix of a pitch roof and large mansard roofs.

The new building will be set no nearer to the side boundary than the existing house with the retained gap providing a pathway to the rear communal garden and cycles.

The new building will be sited marginally forward and marginally further back to the adjoining flats development, however this siting does not infringe on any 45-degree line as demonstrated earlier in this statement. The lines have been taken from the nearest window and ensure that the adjoining flats front and rear windows nearest to the corners will continue to receive natural daylight and open outlook to the front and rear.



The above front and rear side views demonstrate the existing variation in building lines. The proposed siting as such can readily be accommodated within this variation, whilst still retaining generous front and rear set backs from other developments.



The Council will appreciate the side area behind the adjoining flats falls in land levels with rear sited parking and garages at a lower ground floor.

The far rear flats at the end of the garden are 3-storey and sited on lower land levels. The new development will continue to have rear facing windows and any outlook would be no greater towards the rear flats than the exiting outlooks from either the application site or adjoining block of flats.

To the north, there is a gap informed by a mix of lawn and trees with no immediate development. Behind this gap are the rear gardens of a terrace of houses that front onto Beatrice Close. The development will marginally be sited closer to these dwellings, however due to the open gap and general set back, the new building will not harm the outlook, daylight or privacy of these dwellings.

The development will naturally increase the general comings and goings from the new building and the use of the garden. However given the existing immediate area to the side and rear already accommodate higher density development and communal gardens, the level of residential intensification would be in line with the existing density and general ambience.

In terms of parking, the bays are sited at the front with retained gaps from the ground floor front facing windows. The existing forecourt accommodates 4 vehicles, the proposed parking layout will provide the same level of provision albeit split across 4 dwellings rather than one. The general trip movements associated with the development will not be significant to harm the amenities of the adjoining flats.

In terms of deliveries and servicing trips, in generally it is accepted that residential developments generate in the region of 8-9 delivery and servicing trips per 100 dwellings per day. For the proposed development of 6 dwellings, a TRICS database trip generation exercise would project less than 0.6 delivery/service vehicles per day (service / goods trip/ other goods vehicles).

The set back and landscaping buffers will provide sufficient screening from cars facing onto the ground floor living room spaces. These spaces will largely be used in the day and evening with bedrooms sited to the rear across all floors, where the general ambience will be more peaceful, especially at night.

Overall the proposal will not result in any neighbouring property suffering a loss of privacy, outlook, daylight or general amenity. In addition the future occupants of each flat will be provided with a good level of internal living space, with appropriate outlook, privacy and daylight.

Sustainable Energy

The proposed development embraces principles of sustainable design and construction. Such measures have been detailed below.

Energy efficiency

- o High levels of insulation to the floors, walls and roof space
- o Double-glazing to all windows and external doors
- o Carefully designed economic and efficient central heating system with high efficiency boilers and heating controls.
- o Low energy lighting will be used on this development.

Water Conservation

- o Low water use appliances both sanitary and kitchen to be utilised.
- o Water but to be provided.

Development

- o Occupants will be encouraged to use the local authority recycling facilities.
- o Convenient access to local public transport, shops and local schools.
- o Dedicated onsite cycle storage unit will be provided
- o Green roof for drainage betterment.

Conclusion

The present scheme is a revised application that seeks to replace an existing residential building with a new building housing 1 replacement dwelling and 5 new dwellings on a larger than average corner plot.

The existing residential building is sited close to the adjoining block of flats but has no visual or design connection to them. The building form and design is also different to that of more traditional semi-detached houses on the opposite side of Joel Street and terrace of houses found to the far rear.

An opportunity therefore exists to establish a positive replacement building with higher density development that seeks to reflect the adjoining development of Silvester House as oppose to any houses.

As such the higher density development will be within the context of the existing block of residential flats and the LPA has already accepted the principle of flats on the site under extant permission 16589/APP/2018/945.

The new dwellings/flats will be contained within a traditional part brick/part render building with 2-storey and mansard roof accommodation. Access will be via a single main entrance. The building will continue to be set back from the main pedestrian footpath with a mix of parking bays and landscaping buffers informing the frontage character.

The siting and layout of the building will incorporate a stepped design that results in part of the building be set back from the main frontage as well as both side elevations being set back 1m off the southern and northern boundaries.

The building height will be reflective of others in the immediate setting and whilst the development will have a green roof, the residential character is mixed, with variations of roof forms that can readily accommodate the mansard roof form. The building will be lower than the immediate end of Silvester House.

The development should be seen within the setting of an existing pocket of flats development and not within the context of detached or semi-detached houses, which are found elsewhere along the road but not within the immediate pocket of built up development.

The site will retain a good size open aspect rear garden with opportunities for small trees planting and landscaping. The building will positively contribute to the wider street character that is informed by a mix of semi-detached and terrace houses and higher density flats development.

The use of a mansard roof design will add to the variations found in the road but also provide scope for a green roof with added biodiversity benefits. Within the existing flats setting the use of a mansard roof is not considered out of context and the adjoining block includes steep mansard roofs.

The development is marginally set forward however the bulk of the frontage remains open aspect with a positive enhancement of landscaping features. With an actual increase in set back from the side block of flats and with no buildings to the other side the overall development will not harm the open character either in front or to the sides of the development.

The quality of internal living space will meet the needs of the flats occupants with good size habitable areas all served with natural light and dual aspect outlooks.

The Council will appreciate the NPPF 2018, the GLA and emerging Draft London Plan emphasis on the need to deliver new housing through small sites through more efficient use of land supply.

The proposal for 6 dwellings is considered to meet the requirements of policies H1 and H2 of the emerging Draft London Plan and supports the LPA's own economic growth through the provision of new housing that can support local amenities, shops and public transport investment.

The development will provide dwellings in close proximity to a range of local School services, shops, bus and tube services and other amenities found locally and nearby in Northwood Hills main centre.

The development will safeguard the amenities of neighbouring properties and provide the future occupants of the new dwellings with a good standard of living space in accordance with the London Plan.

The proposed provision of parking is considered acceptable in this edge of centre location, which is well supported by public transport and due to its location will support active use of walking, cycling and other non private vehicle base trips to local shops, amenities and other services.

The immediate area is not under any detrimental parking stress, which is supported by the Parking Survey. The general trip generation associated with the site, including servicing and goods delivery trips will not overload the highway or pedestrian footpath capacity.

The Transport Statement, which includes the Census data assessment, is supportive of the parking provision proposed and the surrounding roads have capacity for any marginal overspill parking without prejudicing highway or pedestrian safety or traffic flows.

The National Planning Policy Framework 2018 has a presumption in favour of sustainable development.

Of particular relevance to this development proposal is an economic role, among others, to ensure land is available in the right places to support growth; a social role to support strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations and by creating a high quality built environment; as well as an environmental role which includes the protecting and enhancing the built environment.

The location of the development would be accessible for local amenities and public transport, and would provide additional accommodation in the area to support local shops and services.

The proposal will have an economic benefit during the construction phase and a social benefit through the provision of 1 replacement and 5 windfall residential dwellings making a small but valuable contribution to local housing supply; this is a clear benefit as it reduces pressure on housing land take elsewhere.

The development will be in accordance with local planning policies, the NPPF 2018, the adopted London Plan 2016 and emerging Draft London Plan that collectively support dwellings that Londoners need through sustainable higher density development in accessible locations close to schools, parks, shops and public transport, which this site falls within.

The Council is requested to grant planning permission subject to conditions.