

139 Belmont Road, Uxbridge, UB8 1QZ

Planning Statement

Boyer

Report Control

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1. INTRODUCTION

1.1 This Planning Statement has been prepared on behalf of NARRD Ltd, hereafter referred to as 'the Applicant' to accompany the submission of an application for full planning permission for the demolition of the existing building at 139 Belmont Road, Uxbridge, UB8 1QZ ('the Site') and redevelopment to provide 3 terraced properties.

1.2 The formal description of development is:

"Redevelopment of existing two storey dwelling on site, and the erection of 3no. terrace properties with associated private amenity space, 3no. car parking spaces, bike and refuse storage".

1.3 The proposals seek to make effective use of this underutilised brownfield Site (comprising 1 residential unit) to deliver a modest uplift in the number of residential units, which will make a valuable contribution to the Council's (London Borough of Hillingdon) housing targets. The design is informed by a thorough contextual analysis which has resulted in a building which responds well to the character of the area. Overall, it will be a well-designed, sustainable building which will deliver a high-quality standard of accommodation for future residents, whilst respecting the neighbouring context and making a positive contribution to the character of the area.

1.4 This Planning Statement sets out why the proposals are in accordance with the Development Plan and thereby considered acceptable in planning terms.

1.5 This application is supported by the following additional drawings and documents:

- Planning application form and Certificate A (Boyer);
- A full set of existing and proposed plans (Kruszelnicki Leetch Architects ('KLA'));
- CIL Form (Boyer);
- Planning Statement (Boyer);
- Design and Access Statement (KLA)
- Daylight and Sunlight Assessment (Daylight and Sunlight Ltd);
- Transport Statement (Motion); and
- Pre-liminary Roost Assessment (Arbtech).

Structure of the Statement

1.6 This Statement is structured as follows:

- Section 2 provides a description of the Site and its surrounding context;
- Section 3 provides a summary of the planning history;
- Section 4 describes the proposed development;
- Section 5 provides the planning policy context;
- Section 6 comprises an assessment of the proposals against relevant planning policies and other material considerations;
- Section 7 provides concluding remarks.

2. SITE AND SURROUNDINGS

- 2.1 The site comprises a deep plot of land (1,000 sqm) containing a one and a half storey dwelling with two separate accesses to Belmont Road.
- 2.2 The Site is located on the northern side of Belmont Road, close to its junction with Park Road. Belmont Road is comprises detached villas (1930's-1950's) in a suburban context.
- 2.3 The surrounding area is in a primarily residential, close to Uxbridge town centre and underground station, with both being accessible on foot within approximately 10 minutes.
- 2.4 The property is within Flood Zone 1 (lowest risk) and is not within a Conservation Area however is located adjacent to an Area of Special Local Character. The building is not listed or locally listed.
- 2.5 The site is in an accessible location, being in close proximity to Uxbridge underground station, and has a PTAL score of 3 however it is very close to PTAL 5.

3. PLANNING HISTORY

3.1 A review of the London Borough (LB) of Hillingdon's planning records has been undertaken to establish the planning history for the Site. The most relevant planning applications are detailed in the table below.

Reference	Proposal	Decision
17175/APP/2007/817	Erection of a two storey (with accommodation in roofspace) building containing 6 flats comprising 2 three-bedroom, 2 two bedroom and 2 one-bedroom self-contained flats and associated parking and landscaping (involving demolition of an existing building) (outline application for layout, scale, appearance and access).	Allowed (28/04/08)
17175/APP/2006/2552	Erection of a two-storey (within accommodation in roofspace) building comprising five two-bedroom and two one-bedroom self-contained flats with associated parking and landscaping (involving demolition of existing buildings) (outline application).	Refused (30/10/06)

Pre-application response

3.2 A request for pre-application advice (17175/ PRC/2021/280) was submitted to the Council on 22nd December 2021 and a meeting was held with the LPA on 23rd February 2022 however due to workload the applicant did not receive a written response.

3.3 The main matters discussed at the meeting was the principle of development, design, neighbour amenities and highways. However the proposals have been redesigned in order to provide 3 dwellings.

3.4 The principle of the redevelopment of the site was considered acceptable subject to a high standard of detailing and materials.

3.5 The design of the proposal was considered to be overdevelopment and was considered out of keeping with character and appearance of the area. However the quantum of development has now been reduced to 3 dwellings and would reflect the previous allowed appeal scheme. Regarding the roof, a hipped roof is proposed which is in keeping with the local area which is outlined in detail within the Design and Access Statement.

3.6 Officers raised concerns with the impact on the amenity of neighbouring residents. However the proposals has been redesigned in order to reduce the bulk and massing and a daylight/sunlight report has been submitted which demonstrates there would be no unduly harm to the amenity of neighbouring residents.

3.7 The parking layout was considered detrimental to existing and future residents and has therefore been revised to retain the existing access and provide 3 parking bays.

4. PROPOSED DEVELOPMENT

- 4.1 The proposals comprise the demolition of the existing detached two-storey dwelling and the construction of three terrace properties of three storeys. This comprises 3no. 4-bedroom (7 person) properties to help address the borough's need for family homes.
- 4.2 The proposals have been guided by the previous pre-application advice provided by the LB Hillingdon in relation to previous proposals for the Site.
- 4.3 The proposal will retain the existing accesses, using the west access as an entrance and the east as an exist for all vehicles.
- 4.4 The design of the building comprises a singular three storey building which seeks to harmonise with its residential suburban setting, whilst allowing the building to be reader a more contemporary later additional to the street. The building is organised into two wings with the central house set back, giving it the impression of a detached house. The roof is hipped to mirror the neighbouring properties.
- 4.5 The properties benefit from private amenity space in the form of gardens at the rear.
- 4.6 The building is set on a limestone plinth with brickwork over. The plinth organises the facades of the building and continues into the landscaped elements of limestone & cobblestone paving, kerbs and vegetation beds.
- 4.7 The development will provide 3 car parking spaces (1 per dwelling). A total of 6 cycle parking spaces will be provided (2 per dwelling) in a secured bicycle shed in the rear of the garden.
- 4.8 Refuse and servicing is to continue as per the existing situation, with refuse collections from Belmont Road.

5. PLANNING POLICY CONTEXT

- 5.1 This section of the report provides a summary of the relevant planning policy framework against which the application will be assessed. It covers national, regional and local level policies of relevance.
- 5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The Statutory Development Plan for the London Borough of Croydon comprises:
- 5.3 The current Development Plan for the Area comprises the London Plan (2021), the Hillingdon Local Plan: Part 1 Strategic Policies (2012), the Hillingdon Local Plan: Part 2 Development Management Policies (2020) and the Hillingdon Local Plan: Part 2 Site Allocations and Designations (2020).
- 5.4 The overarching aim of policy is to encourage sustainable development, delivering homes for which there is an acute need across Hillingdon and the wider region. To achieve this, policy requires that developments optimise the use of a site, delivering a mix of housing in new buildings of high quality design and layout in order to provide high quality environments for future residents while not having any unacceptable impact on the privacy and amenity of neighbouring occupiers.

National Planning Policy

National Planning Policy Framework (2021)

- 5.5 The National Planning Policy Framework (NPPF, 2021) and National Planning Practice Guidance (NPPG) are material consideration in the determination of any planning application.
- 5.6 The overarching national planning policy theme evident from the NPPF is a presumption in favour of sustainable development, which the Government has advised should be at the heart of the planning system. In terms of development management, it advises that the primary objective is to foster the delivery of sustainable development and should not hinder or prevent future development.
- 5.7 The NPPF has not changed the statutory status of the Development Plan as the starting point for decision-making; however, it constitutes guidance for local planning authorities and decision-making both in drawing up plans and as a material consideration in determining applications.

- 5.8 Chapter 5 of the NPPF relates specifically to the delivery of new housing. It recognises the importance of significantly boosting the housing supply and paragraph 60 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. Furthermore, paragraph 69 underlines the instrumental role that small sites are able to play in meeting the housing requirement of an area, as they are often built-out relatively quickly.
- 5.9 Chapter 11 is entitled 'Making Effective Use of Land' and Paragraph 120 (d) sets out the planning policies and decisions should promote and support the development of underutilised land and buildings. Part (e) encourages the use of airspace above existing residential and commercial properties for new homes, allowing upward extensions where this would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed and can maintain safe access and egress for occupiers.
- 5.10 Chapter 12 relates to creating well designed places. Paragraph 126 sets out that the creation of high quality buildings and places is fundamental and good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 130 requires developments to ensure that they function well and add to the overall quality of the area; are visually attractive; are sympathetic to local character and history; establish or maintain a strong sense of place; optimise the potential of the Site; and create places that are safe, inclusive and accessible.

Regional Planning Policy

London Plan (2021)

- 5.11 The London Plan (2021) is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor's Vision for Good Growth. The Mayor's strategic policies aim to provide more homes and to create a housing market that works better for all Londoners. The London Plan (2021) is a part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital. Some of the key objectives and policies are summarised below.
- 5.12 Objective GG2 'Making the Best Use of Land' seeks to enable the development of brownfield land and small sites, as well as, proactively exploring the potential to intensify the use of land to support additional homes, workspaces, in turn, promoting higher density development.

- 5.13 Objective GG4 'Delivering the Homes Londoners Need' seeks to ensure more homes are delivered. Policy H1 'Increasing Housing Supply' seeks to increase housing supply through optimising the potential housing delivery on all suitable and available brownfield sites through local authority planning decisions. Table 4.1 of the London Plan sets a ten year target (2019/20-2028/29) for Hillingdon of 10,830 homes, at an annualised rate of 1,083 net new homes. Policy H2 'Small Sites' underlines that borough's should also proactively support well-designed homes on small sites (below 0.25 hectares in size) through planning decisions.
- 5.14 Policies D3 'Optimising Site Capacity Through the Design-Led Approach' and D4 'Delivering Good Design' both emphasise the importance of creating high quality spaces and require development to make the best use of land by following a design-led approach that optimises the capacity of sites by responding to an area's context and capacity for growth.
- 5.15 Policy D6 'Housing Quality and Standards' emphasised the importance of high quality design and requires development to provide adequately sized rooms with comfortable and functional layouts. It encourages the maximum provision of dual aspect units and seeks to ensure that accommodation receives sufficient daylight and sunlight. The policy also requires amenity space at the standard of 5 sqm per 1-2 person unit and 1 sqm per each additional occupant unless there are no higher local standards.
- 5.16 Policy H1 'Increasing housing supply' sets a ten year housing target 10,830 new homes over the plan period. The policy seeks to optimise the potential for housing delivery on all suitable and available brownfield sites, especially on sites with exist PTAL 3-6 which are located within 800m distance of a station or town centre boundary and small sites.
- 5.17 Policy H2 'Small sites' supports well-designed new homes on small sites (below 0.25 hectares in size). Croydon's minimum targets for small sites is 6,410 new dwellings across the plan period.
- 5.18 Policy H10 'Housing size mix' encourages schemes to consist of a range of unit sizes.
- 5.19 Policy T5 'Cycling' seeks to remove barriers to cycling and create a healthy environment in which people choose to cycle, through supporting the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. The requirements are ...
- 5.20 Policy T6 'Car Parking' seeks to resist car parking in line with levels of existing and future public transport accessibility and connectivity. It specifies that car-free development should be the starting point for all development proposals that are, or are planned to be, wellconnected to public transport. For PTAL 6b Outer London sites, the developments are required to be car free. Disabled parking should ensure that for 3% of dwellings at least one designated disabled parking bay is available from the outset, and an additional 7% could be provided with one designated disabled parking space per dwelling upon future request.

Local Planning Policy

5.21 Hillingdon's Development Plan comprises the Hillingdon Local Plan: Part 1 Strategic Policies (2012), the Hillingdon Local Plan: Part 2 Development Management Policies (2020) and the Hillingdon Local Plan: Part 2 Site Allocations and Designations (2020).

Hillingdon Local Plan: Part 1 Strategic Policies (2012)

5.22 The relevant policies within the plan are:

- Policy NPPF1 'Presumption in Favour of Sustainable Development'
- Policy H1 'Housing Growth'
- Policy BE1 'Built Environment'

Hillingdon Local Plan: Part 2 Development Management Policies (2020)

5.23 The relevant policies within the plan are:

- Policy DMH 2 'Housing Mix'
- Policy DMH 4 'Residential Conversions and Redevelopment'
- Policy DMHB 5 'Areas of Special Local Character'
- Policy DMHB 11 'Design of New Development'
- Policy DMHB 16 'Housing Standards'
- Policy DMHB 17 'Residential Density'
- Policy DMHB 18 'Private Outdoor Amenity Space'
- Policy DMT 1 'Managing Transport Impacts'
- Policy DMT 2 'Highways Impacts'
- Policy DMT 5 'Pedestrian and Cyclists'
- Policy DMT 6 'Vehicle Parking'

6. PLANNING ASSESSMENT

Principle of Development

6.1 The proposed development would seek to demolish the existing building and erect a new building to provide 3 dwellings in a predominantly residential area. The proposals would utilise a brownfield site to provide high quality residential accommodation; this is in line with the central theme of the National Planning Policy Framework, which aims to promote sustainable development. Local Plan Part 1 Policy NPPF (NPPF – Presumption in Favour of Sustainable Development) outlines how, when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development.

6.2 The proposals would provide much needed housing for the Borough and are therefore also in line with Local Plan Part 1 Policy H1 (Housing Growth) which sets out the Borough's target of 1,083 dwellings per year from 2019 to 2029. Moreover, Policy H2 of the London Plan (2021) states that Borough should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making.

6.3 Local Plan Part 2 Policy DMH 4 (Residential Conversions and Redevelopment) states that the redevelopment of a single dwelling into more dwellings will only be permitted where:

- (i) on a residential street where the proposal will not result in more than 10% of properties being redeveloped into flats.

6.4 Based on a 1km survey of Belmont Road, the proposed redevelopment of the application site into flats would not result in more than 10% properties being developed into flats. Accordingly, the proposed development is not contrary to Policy DMH 4 of the Hillingdon Local Plan Part 2 (2020).

6.5 Furthermore, the principle of a flatted development was accepted in 2008 following an appeal (ref. APP/R5510/A/08/2060562/NWF) which the Inspector raised *“no objection to in principle to the demolition of this building and the redevelopment of the site for 6 flats”*.

6.6 Overall, given the size of the site, the suitability of the site to be redeveloped into 3 residential units and that the proposals would provide much needed high quality housing, it is considered that the proposed development complies with the aspirations of planning policy on all levels. The proposals would make an efficient use of brownfield land and would provide an uplift of 3 high quality residential units. It is considered that this utilisation of land is efficient and is in line with the aspirations set out in the NPPF and the Hillingdon Local Plan. Furthermore, the proposed development would assist Hillingdon in achieving its housing target whilst utilising land that would otherwise not be maximised in its potential to deliver benefits.

Design

- 6.7 Local Plan Part 2 DMHB 11 (Design of New Development) requires all development to be designed to the highest standards and incorporate principles of good design. Proposals should harmonize with the local context by taking into account the surrounding context and ensure the use of high-quality materials and finishes. Proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
- 6.8 The design of the proposed development has been influenced by the character of the area. The proposed design reflects traditional building forms, echoing the design of Belmont Road and the surrounding area.
- 6.9 Further details of proposed materials and additional views of the building have been incorporated within the design and access statement. Overall, it is considered that the scheme is of high quality and responds appropriately to local context and would deliver a high quality design which accords with policy.
- 6.10 In terms of the impact on the local streetscape, the proposal seeks to consolidate the fragmented building line of the street scene through the stepping of the front elevation. The stepped front elevation will respect the different positions occupied by nos.137 and 141. This is illustrated by the CGI images attached within the Design and Access Statement.
- 6.11 The proposed building achieves a high standard of design and intelligently combines a building of generally traditional form and proportions with contemporary design features.
- 6.12 The primary material proposed for the scheme will be a cream brick in order to assimilate into the street scene and compliment the limestone plinth. It is considered that the introduction of this simple material treatment would benefit the character of the area which would be sympathetic to the colours of the surrounding properties.
- 6.13 Through careful design, the clearly enhances the area's character and appearance and the street scene. Additionally, the development would be carried out using appropriate, high quality materials and finishes, which will help to ensure that development quickly and positively assimilates into the surrounding context, overall securing the enhancement of the area's character.
- 6.14 In terms of roof design the proposal will comprise of a two storey development with accommodation within the roof space. The proposed hipped roof would be in keeping with the character and appearance of the area. Although, there are a number of poorly designed hipped roofs within the locality. Therefore the proposed hipped roof seeks to implement a high quality roof with clay or concrete tiles with a mixed brindle texture. Further detail has been provided on page 45 of the Design and Access Statement.
- 6.15 The proposal include a number of windows which are in keeping with the character of the area. The new dormer to the rear will be sufficiently below the ridge of the roof and above the eaves to ensure that they would be subordinate features, complying with the Design Principles of Hillingdon's Local Plan.

- 6.16 Whilst the proposal has habitable windows facing nos. 137 and 141, neither of those properties have dormers or windows in the side elevation.
- 6.17 The proposed landscaping will enable the development to quickly and successfully assimilate within and enhance the street scene. For instance the forecourt would be well landscaped, with generous tree and shrub planting across the front boundary and in front of the proposed building.
- 6.18 Overall, it is considered that the scheme is of high quality and responds appropriately to local context and would deliver a high quality design which accords with all relevant development plan policies and

Housing Mix

- 6.19 Local Plan Part 2 Policy DMH 2 (Housing Size Mix) states that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information of housing need.
- 6.20 The proposal would create 3 residential units consisting of 4 bed 7 person dwellings. The proposal will therefore contribute towards the delivery of family-sized dwellings in accordance with London Plan Policy H10 (Housing Size Mix) and Local Plan Part 2 Policy DMH 2.
- 6.21 Given that the scheme will be providing 3 car parking spaces (1 space per dwelling) it is considered that the site is suitable for 3no. 4 bed family sized dwelling. As such, the mix is considered appropriate given the location of the site, where in accordance with the London Plan and London Housing SPG.

Standard of Accommodation

- 6.22 Local Plan Part 2 Policy DMHB 16 (Housing Standards) outlines how residential development should meet or exceed the most up to date internal space standards.
- 6.23 Local Plan Part 2 Policy DMHB 18 (Private Outdoor Amenity Space) sets out the private amenity space standards. The minimum amenity space requirement for 4 bedroom houses in 100 sqm.
- 6.24 The proposed dwellings would each meet and exceed technical space standards as set out in the National Space Standards, the London Plan and the Local Plan. The 3no. dwellings would have access to private amenity space in the form of gardens, in line with London Plan standards. It is therefore considered the proposals would produce a high standard of amenity for future residents.
- 6.25 The flats have been laid out to ensure suitable levels of daylight/sunlight, outlook and privacy and would provide high quality residential accommodation, meeting the tests at Policies DMHB 16 and DMHB 18 of the Local Plan Part 2 and Policy D6 (Housing Quality and Standards) of the London Plan.

Relationship and Neighbours

6.26 Local Plan Part 2 Policy DMHB 11 (Design of New Developments) sets out how development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties.

6.27 The proposal has been carefully designed to ensure that it achieves a good relationship with neighbouring properties and does not result in any significant impacts.

6.28 The site is well separated from neighbouring properties both to the front and to the rear and as such, the development would not have any adverse impact on the privacy and amenity of those residents. The proposal would improve the existing relationship as the outbuilding would be demolished as part of the proposals. Furthermore, as can be seen on the accompanying drawings, the layout of the residential units ensure that there is no overlooking to no. 137 or no. 141 Belmont Road, with the only habitable windows being located at roof level where there are no windows located on the neighbouring properties.

6.29 The design and layout of the proposal is considered to successfully address any potential concerns in regards to overlooking and amenity and ensures that the development will enjoy a good relationship with neighbouring buildings. The existing building is situated in close proximity to the neighbouring properties and therefore the siting of the building will have no greater impact than that already there. A daylight / sunlight assessment has been undertaken which confirms the proposals would be in accordance with the BRE guidelines for daylight, sunlight and overshadowing. Furthermore the report has applied the 45 degree rule correctly from the lowest ground floor window of no.141 and it is clear that the it does not intersect the proposed development.

6.30 Therefore, it is considered that the development will proposed suitable relationships with neighbours, but the Council's advice and recommendations are requested in order that these relationships can be managed effectively and to avoid future objections.

Car and Cycle Parking and Refuse Storage

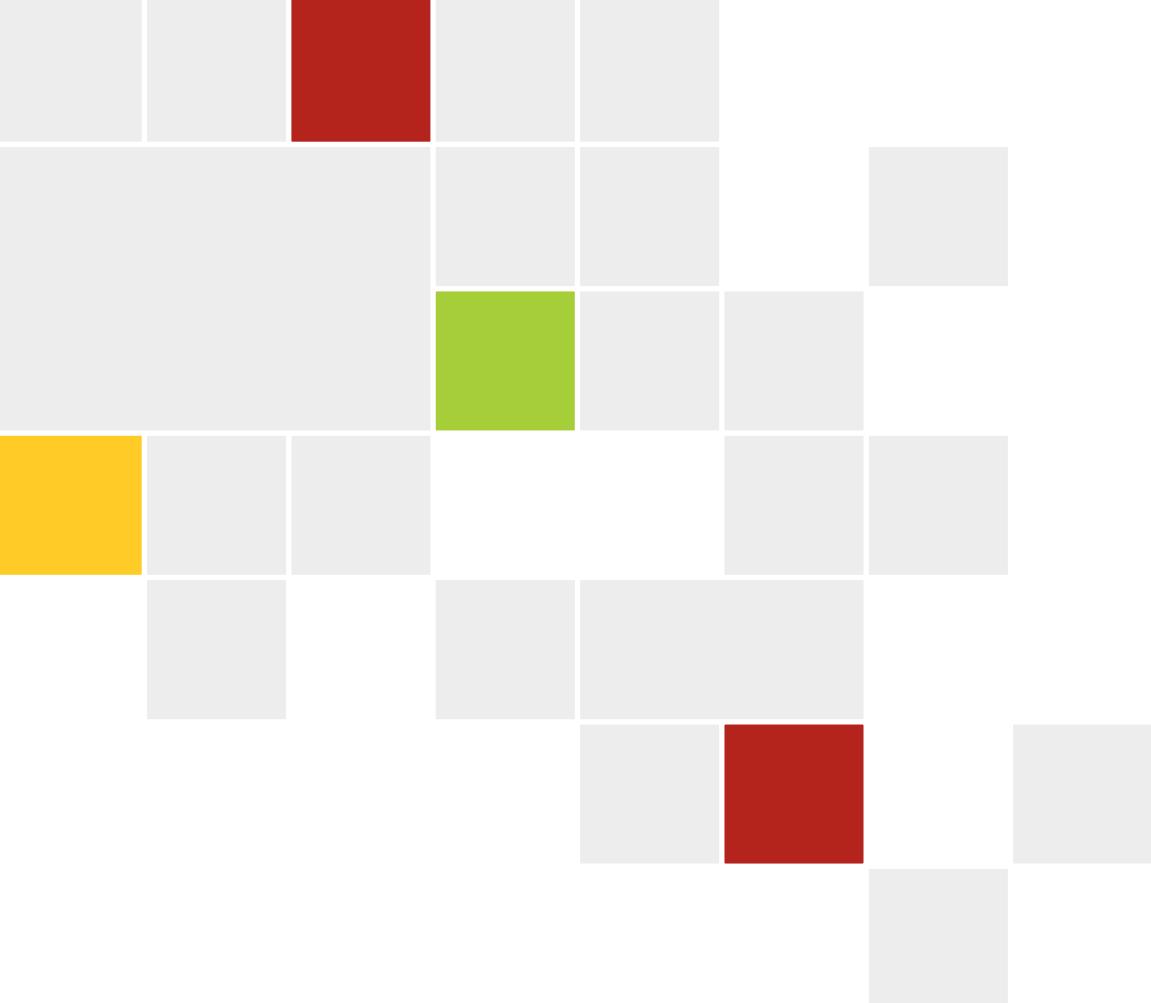
6.31 A Parking Stress Survey (prepared by Benchmark Data Collection) has been submitted with application. The Parking Stress Survey presents how there is a sufficient amount of capacity for on-street parking. However, in line with the London Plan 2021 parking standards and Local Plan Part 2 Policy DMT 6 (Vehicle Parking), a total of 3 car parking spaces are proposed which equates to 1 space per dwelling.

6.32 3 car parking spaces are proposed to the front of the proposed building. The areas would be well landscaped, with generous areas of planting and soft landscaping along the boundaries. As a result of the carefully considered design across the site's frontage, the development would assimilate well into the street scene, actually representing a significant improvement when compared with the existing situation.

6.33 Secure cycle parking and refuse storage would be provided for residents to the rear of the site adjacent to the car parking area and thus will be convenient both for use by residents and municipal collections. The Transport Statement, prepared by Motion, addresses the above points and demonstrates that the development will be policy compliant.

7. CONCLUSION

- 7.1 The proposed development seeks to demolish the existing detached dwellinghouse and redevelop the Site to provide 3no. x 4 bedroom dwelling. The proposals will also provide associated amenity space, refuse storage, as well as cycle parking facilities.
- 7.2 The development will deliver high-quality residential accommodation within a sustainable location, within close proximity to a range of services, facilities and public transport links. The residential units will also make a valuable contribution to the supply and delivery of housing within the LB of Hillingdon.
- 7.3 The design of the proposal has been developed through pre-application discussions. The height and massing ensure that the development successfully optimises the Site, whilst also respecting the surrounding context. The materiality will ensure that the development is a high quality and sensitive addition to Belmont Road.
- 7.4 The standard of accommodation proposed will be very high, with all units meeting the required internal and external space requirements. This statement has also demonstrated that the proposal will have an acceptable relationship on neighbouring properties with regard to daylight, sunlight, outlook, privacy and overshadowing.
- 7.5 The development will provide 3 car parking spaces which is highly appropriate given its PTAL Score and location within close proximity to various transport links, as well as services and amenities within the town centre. Cycle parking facilities will be provided which will further encourage sustainable means of transport.
- 7.6 The proposals have been fully assessed in regard to national, London-wide and local planning policies. For the reasons set out in the Statement, the proposals are considered to be compliant with these policies and it is therefore respectfully requested that this application is approved without delay.



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