

Planning Statement

10 Rickmansworth Road,
Northwood
HA6 1HA

16/07/2024

Proposal Overview

This planning statement is submitted in support of the revised application for the change of use from a single residential dwelling to two self-contained flats at 10 Rickmansworth Road, Northwood HA6 1HA. This follows the refusal of the previous application (ref. 20026/APP/2024/885) for the same development. The proposed scheme involves the conversion of the existing semi-detached dwelling into two flats, including the erection of a single-storey rear extension.

The revised proposal seeks to address the concerns raised in the refusal of the previous application and demonstrates the measures taken to meet the council's requirements. This statement provides a comprehensive response to the previous refusal and outlines the revisions made to the proposal to ensure compliance with relevant planning policies and guidelines.

The property at 10 Rickmansworth Road is a two-storey semi-detached dwelling located on the north side of Rickmansworth Road, Northwood. The property currently consists of a three-bedroom house with a shared driveway and parking space at the front. The site also features a private rear garden. The proposed development involves converting the existing house into two flats: one with one bedroom and the other with three bedrooms. Additionally, a single-storey rear extension is proposed to provide additional living space.

The revised application includes several changes and improvements to address the reasons for the previous refusal. These changes are intended to enhance the overall quality of the development and ensure compliance with relevant planning policies. The following sections provide a detailed analysis of the revised proposal, addressing each of the concerns raised in the refusal and demonstrating how the new plans meet the required standards.

Original Application Refusal Summary

The initial application was refused based on several points, which are summarized below along with the relevant planning policies and considerations.

The primary concern was the inadequacy of private outdoor amenity space for the upper flat. Policy DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) requires that all new residential development and conversions provide good quality and usable private outdoor amenity space. The first-floor flat's primary amenity space was a balcony, which was considered insufficient and raised concerns about noise and disturbance to neighboring properties. The revised proposal addresses this issue by splitting the rear garden into two separate, private garden areas, ensuring that the upper flat has direct access to its own garden space. The balcony is no longer the primary amenity space for the upper flat, which now complies with Policy DMHB 18 requirements for private outdoor space.

Another significant concern was the adequacy of daylight in the living spaces, particularly the ground floor flat's living room, and the side-facing bedroom window. Policy DMHB 16: Housing Standards states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this, all residential development or conversions should meet or exceed the most up-to-date internal space standards. The revised proposal includes a daylight report that demonstrates the side-facing bedroom will receive sufficient natural light, meeting the minimum BRE daylight standards. The deep and narrow living space of the ground floor flat has been assessed and confirmed to meet the necessary daylight requirements, ensuring compliance with Policy DMHB 16.

Privacy and noise were also areas of concern. Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight, and sunlight of adjacent properties and open space. The proximity of ground floor bedroom windows to the shared driveway and parking space raised concerns about noise and privacy. The revised proposal addresses this issue by fitting the ground floor windows facing the shared driveway and parking space with obscured double glazing. This measure will significantly reduce potential noise disturbance and maintain privacy for the occupants, addressing concerns under Policy DMHB 11.

The provision of secure cycle storage and refuse storage arrangements was another area of concern. Policies DMT 5 and Local Plan require adequate provision for cycle parking and refuse storage in new developments. The revised proposal includes dedicated, secure cycle storage for each flat within the curtilage of the property. Additionally, detailed refuse storage arrangements have been designed to comply with the council's waste collection guidelines, ensuring they are within the 10-meter collection distance as required by local policy.

Parking and highway impacts were reviewed, and the initial application was found to comply with relevant standards. The site is located within a residential catchment on Rickmansworth Road (classified) in Ruislip. The property currently has one established on-plot parking space on the frontage. The surrounding roadways are mostly devoid of parking controls, and neighboring properties exhibit some degree of on-plot parking provisions, which potentially reduces on-street

parking demand. The public transport accessibility level (PTAL) is rated as 'very poor,' registering a level of 1b, which encourages the ownership and use of private motor transport. The revised proposal maintains the same parking provision, which was deemed acceptable in the original report. Electric Vehicle Charging Points (EVCP) compliance is conditioned as per the London Plan (2021), and the proposal includes a planning condition for this requirement.

The principle of conversion of the property to flats was found to align with Policies DMH 1, DMH 2, and DMH 4 of the Hillingdon Local Plan. The conversion of the property to flats is in accordance with these policies, as it maintains the overall family-sized housing provision and does not exceed the threshold for flat conversions on the street. The revised proposal continues to comply with these policies, ensuring that the development is acceptable in principle.

Addressing the Refusal Reasons

The revised proposal includes several changes and improvements to address the concerns raised in the refusal of the previous application. These changes are intended to enhance the overall quality of the development and ensure compliance with relevant planning policies. The following sections provide a detailed analysis of the revised proposal, addressing each of the concerns raised in the refusal and demonstrating how the new plans meet the required standards.

The primary concern regarding amenity space was the inadequacy of private outdoor space for the upper flat. Policy DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) requires that all new residential development and conversions provide good quality and usable private outdoor amenity space. The first-floor flat's primary amenity space was a balcony, which was considered insufficient and raised concerns about noise and disturbance to neighboring properties. The revised proposal addresses this issue by splitting the rear garden into two separate, private garden areas. This ensures that the upper flat has direct access to its own garden space, providing adequate private outdoor amenity space in compliance with Policy DMHB 18. The balcony is no longer the primary amenity space for the upper flat, which now has a garden area that meets the required standards. This change ensures that the upper flat has sufficient private outdoor space, addressing the concerns raised in the refusal.

Another significant concern was the adequacy of daylight in the living spaces, particularly the ground floor flat's living room, and the side-facing bedroom window. Policy DMHB 16: Housing Standards states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this, all residential development or conversions should meet or exceed the most up-to-date internal space standards. The revised proposal includes a daylight report that demonstrates the side-facing bedroom will receive sufficient natural light, meeting the minimum BRE daylight standards. The deep and narrow living space of the ground floor flat has been assessed and confirmed to meet the necessary daylight requirements, ensuring compliance with Policy DMHB 16. The daylight report provides detailed analysis and

evidence that the revised proposal meets the required standards for daylight and sunlight, addressing the concerns raised in the refusal.

Privacy and noise were also areas of concern. Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight, and sunlight of adjacent properties and open space. The proximity of ground floor bedroom windows to the shared driveway and parking space raised concerns about noise and privacy. The revised proposal addresses this issue by fitting the ground floor windows facing the shared driveway and parking space with obscured double glazing. This measure will significantly reduce potential noise disturbance and maintain privacy for the occupants, addressing concerns under Policy DMHB 11. The use of obscured double glazing ensures that the ground floor windows do not compromise the privacy of the occupants while also reducing noise levels from the shared driveway and parking space.

The provision of secure cycle storage and refuse storage arrangements was another area of concern. Policies DMT 5 and Local Plan require adequate provision for cycle parking and refuse storage in new developments. The revised proposal includes dedicated, secure cycle storage for each flat within the curtilage of the property. This ensures that each flat has access to secure cycle storage, meeting the requirements of Policy DMT 5. Additionally, detailed refuse storage arrangements have been designed to comply with the council's waste collection guidelines, ensuring they are within the 10-meter collection distance as required by local policy. The refuse storage arrangements ensure that waste can be stored and collected in a manner that complies with the council's guidelines, addressing the concerns raised in the refusal.

Parking and highway impacts were reviewed, and the initial application was found to comply with relevant standards. The site is located within a residential catchment on Rickmansworth Road (classified) in Ruislip. The property currently has one established on-plot parking space on the frontage. The surrounding roadways are mostly devoid of parking controls, and neighboring properties exhibit some degree of on-plot parking provisions, which potentially reduces on-street parking demand. The public transport accessibility level (PTAL) is rated as 'very poor,' registering a level of 1b, which encourages the ownership and use of private motor transport. The revised proposal maintains the same parking provision, which was deemed acceptable in the original report. Electric Vehicle Charging Points (EVCP) compliance is conditioned as per the London Plan (2021), and the proposal includes a planning condition for this requirement. The parking provision and highway impacts remain in compliance with relevant policies, ensuring that the development does not exacerbate congestion or parking stress.

The principle of conversion of the property to flats was found to align with Policies DMH 1, DMH 2, and DMH 4 of the Hillingdon Local Plan. The conversion of the property to flats is in accordance with these policies, as it maintains the overall family-sized housing provision and does not exceed the threshold for flat conversions on the street. The revised proposal continues to comply with these policies, ensuring that the development is acceptable in principle.

Supporting Information and Compliance

The revised proposal includes several changes and improvements to address the concerns raised in the refusal of the previous application. These changes are intended to enhance the overall quality of the development and ensure compliance with relevant planning policies. The following sections provide a detailed analysis of the revised proposal, addressing each of the concerns raised in the refusal and demonstrating how the new plans meet the required standards.

The site is located within a residential catchment on Rickmansworth Road (classified) in Ruislip. The property currently has one established on-plot parking space on the frontage. The surrounding roadways are mostly devoid of parking controls, and neighboring properties exhibit some degree of on-plot parking provisions, which potentially reduces on-street parking demand. The public transport accessibility level (PTAL) is rated as 'very poor,' registering a level of 1b, which encourages the ownership and use of private motor transport.

The revised proposal maintains the same parking provision, which was deemed acceptable in the original report. The proposal includes one on-plot parking space on the frontage, which falls within the standard banding for residential developments. The surrounding roadways are mostly devoid of parking controls, and neighboring properties exhibit some degree of on-plot parking provisions, which potentially reduces on-street parking demand. The revised proposal also includes a planning condition for Electric Vehicle Charging Points (EVCP) compliance, as per the London Plan (2021). This condition requires that a minimum of 20% of the parking spaces be designated as 'active' EVCP provisions, with all remaining spaces being designated as 'passive' provisions. The proposal ensures compliance with this requirement, addressing the concerns raised in the refusal.

The original proposal has been reviewed by the Highway Authority, who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress and would not raise any measurable highway safety concerns. The proposal is in accordance with Local Plan: Part 2 Development Management Plan Policies DMT 1, DMT 2, and DMT 6, and Policies T4 and T6 of the London Plan (2021).

The principle of conversion of the property to flats was found to align with Policies DMH 1, DMH 2, and DMH 4 of the Hillingdon Local Plan. Policy DMH 1 states that the net loss of existing self-contained housing, including affordable housing, will be resisted unless the housing is replaced with at least equivalent residential floorspace. The revised proposal maintains the overall family-sized housing provision and does not exceed the threshold for flat conversions on the street.

Policy DMH 2 requires the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. The revised proposal provides a mix of housing units, with one flat having one bedroom and the other having three bedrooms. This mix of units reflects the Council's latest information on housing need and ensures compliance with Policy DMH 2.

Policy DMH 4 states that residential conversions and the redevelopment of dwellings into new blocks of flats will only be permitted where it is on a residential street where the proposal will not result in more than 10% of properties being redeveloped into flats. The revised proposal is in accordance with this policy, as less than 10% of properties on Rickmansworth Road have been converted into flats.

The revised proposal also meets the requirement that the internal floor area of the original building to be converted is at least 120 sqm. The internal space of the dwelling exceeds 120 sqm, ensuring compliance with this requirement. The proposed development replaces the family-sized dwelling with one 1-bedroom flat and one 3-bedroom flat, ensuring that the development does not lead to a loss in family-sized housing. The principle of converting the property is therefore acceptable in principle, subject to compliance with other relevant policies. The revised proposal continues to comply with these policies, ensuring that the development is acceptable in principle.

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st, 2014, and the Hillingdon CIL charge for residential developments is £95 per square meter of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per square meter. CIL rates are index-linked.

Paragraph 6 (1)(d) of the Community Infrastructure Levy Regulations 2010 (as amended) states that a conversion from one into two or more dwellings is not 'development' for the purposes of CIL. Therefore, the revised proposal is not liable for the Community Infrastructure Levy (CIL) as the conversion is not considered 'development' under the relevant regulations.

The revised proposal addresses all the concerns outlined in the refusal of the previous application. By ensuring adequate private amenity space, sufficient daylight and sunlight, enhanced privacy measures, and secure cycle and refuse storage, the development now meets all relevant local and London Plan policies. We respectfully request the approval of this revised application, recognizing its alignment with planning guidelines and its contribution to the local housing supply.

The revised proposal addresses the concerns regarding amenity space by splitting the rear garden into two separate, private garden areas, ensuring that the upper flat has direct access to its own garden space. The balcony is no longer the primary amenity space for the upper flat, which now has a garden area that meets the required standards. This change ensures that the upper flat has sufficient private outdoor space, addressing the concerns raised in the refusal.

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The revised proposal addresses privacy and noise concerns by fitting the ground floor windows facing the shared driveway and parking space with obscured double glazing. This measure will significantly reduce potential noise disturbance and maintain privacy for the occupants, addressing concerns under Policy DMHB 11. The use of obscured double glazing ensures that the ground floor windows do not compromise the privacy of the occupants while also reducing noise levels from the shared driveway and parking space.

The revised proposal includes dedicated, secure cycle storage for each flat within the curtilage of the property, ensuring compliance with Policy DMT 5. Additionally, detailed refuse storage arrangements have been designed to comply with the council's waste collection guidelines, ensuring they are within the 10-meter collection distance as required by local policy. The refuse storage arrangements ensure that waste can be stored and collected in a manner that complies with the council's guidelines, addressing the concerns raised in the refusal.

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