



55 YORK ROAD, HILLINGDON, NORTHWOOD, HA6 1JJ

PLANNING, DESIGN & ACCESS STATEMENT

November 2024

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INTRODUCTION

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This Planning, Design & Access Statement has been prepared by DARA Planning on behalf of Mr Moore (the “Applicant”) to support the submission of a full planning application submitted to the London Borough of Hillingdon for the subdivision of the existing dwelling at 55 York Road Hillingdon, into a 1 x 3 bedroom and 1 x 4 bedroom apartment; loft conversion and extension and rear dormer; subdivision of the existing rear garden; hard and soft landscaping; cycles stores and other associated works.

The purpose of this Planning, Design & Access Statement is to introduce the site and the development proposals, outline the key planning policy and other material considerations and to draw conclusions in order for planning permission to be granted for the proposed development.

All proposals take place within the context of national, regional and local planning policy and recognised best practice. This development is notable in that it accords with the Local Plan and the latest national and regional guidance in response of delivering high-quality design and sustainable development.

The application seeks planning permission for:

“Subdivision of the existing dwelling at 55 York Road Hillingdon, into a 1 x 3 bedroom and 1 x 4 bedroom apartment; loft conversion and extension and rear dormer; subdivision of the existing rear garden; hard and soft landscaping; cycles stores and other associated works.”

The proposals have been sensitively designed in response to a detailed analysis of the site and local context, taking into account the character of the local area.

This document reviews the planning context for the issues associated with the development and is structured as follows:

- Section 2 provides a description of the site and local context;
- Section 3 provides an overview of the sites planning history;
- Section 4 provides an overview of the application proposals;
- Section 5 sets out the planning policy context for the project;
- Section 6 considers the key planning issues associated with the development; and
- Section 7 sets out our summary and conclusions.

THE SITE

THE SITE

The site is located within the administrative area of Hillingdon, who are the Local Planning Authority ('LPA') for both plan-making and decision-making purposes. The site is located within the Northwood area of the borough between Lichfield Road and Highland Road.



Figure 1: Site Location

The site does not have any specific planning designations as identified within the Local Plan Policies Map and is not locally or statutorily listed.

Transport and Accessibility

The site is located to the north of the borough and is a 3 minute walk from Northwood Hills train station, which is served by the Metropolitan line providing direct access to central London. The station is also served by bus routes into and out of central London. The site benefits from a PTAL rating of 3.

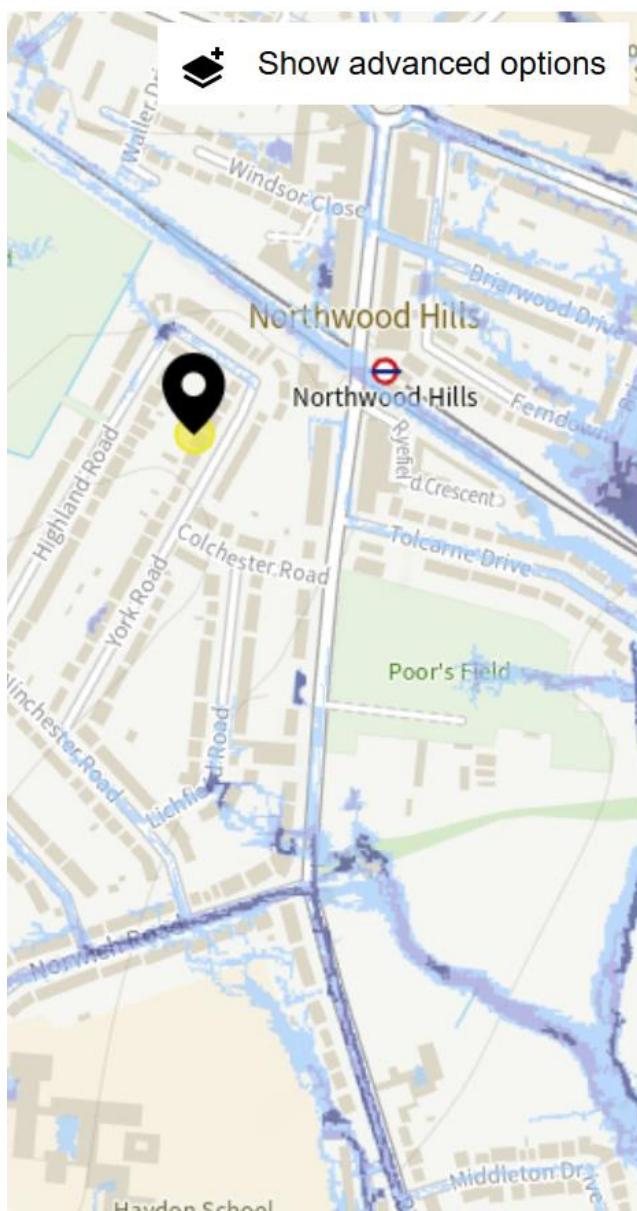
Flood Risk

The site is located within Flood Zone 1 which has a low probability of flooding from rivers and the sea. An extract of the Environment Agency flood map is provided below.



Figure 2: Environment Agency Flood Risk Map

As can be seen from the surface water risk map in Figure 3 the site is not at risk of surface waterflooding.



Key

Surface water

Extent

High

More than 3.3% chance each year

Medium

Between 1% and 3.3% chance each year

Low

Between 0.1% and 1% chance each year

Depth

Map details

Show flooding

Selected address

15m boundary

Figure 3: Environment Agency Surface Water Risk Map

PLANNING HISTORY

PLANNING HISTORY

The site has a very limited planning history, a summary of which is provided below.

- Application ref. 53688/APP/2024/2804
55 York Road Northwood
Conversion of roof space to habitable use to include a rear dormer and conversion of roof from hip to gable end (Application for a Certificate of Lawful Development for a Proposed Development)
Submitted 22.10.2024 (Awaiting Decision)

THE PROPOSALS

THE PROPOSALS

Dimensions Architects have been commissioned to design the layout of the new apartments. The key changes are summarised below:

- Separating the property into 2 units comprising of one 3 bedroom unit at ground floor and one 4 bedroom unit at first and second floor level.
- Provision of 3 x car parking spaces at the front of the property.
- Provision of new stairs at the front of the property to provide access to the flats.
- Addition of a rear dormer and windows at roof level to provide 2 extra bedrooms (as also covered by separate certificate of lawfulness application).
- Provision of outdoor amenity space for each unit and secure cycle parking.

PLANNING POLICY CONTEXT

PLANNING POLICY CONTEXT

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that any determination under the Planning Acts should be made in accordance with the Development Plans unless material consideration indicates otherwise.

The proposal has been tested against planning policy and guidance relevant to the site and the development at National, Regional and Local levels. A summary of the key policy documents is set out below.

The Development Plan

The Development Plan for the site consists of the London Plan (2021), the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) and the supporting Policies Map.

The Hillingdon Local Plan Part 1 (2012)

The Hillingdon Local Plan Part 1 covers the boroughs strategic policies and was adopted in November 2012. The following policies are considered to relevant in relation to the application.

- Strategic Policies S07 and S019 seek to address housing needs in Hillingdon using appropriate planning measures and to meet the London Plan target of 425 new homes per annum.
- Policy H1 seeks to meet and exceed it's minimum strategic dwelling requirement, which at the time of publication was annualised at 425 dwellings per year. The current 10 year target within the London Plan is for 10,830 new homes over the 10 year period 2019/20 – 2028/29.
- Policy BE1 requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

The Hillingdon Local Plan Part 2 (2020)

The Hillingdon Local Plan Part 2 (2020) deals with the Development Management Policies for the borough. The following policies are considered relevant to the application:

- Policy DMH1 'Safeguarding Existing Housing' dictates that there will be no net loss of existing housing unless the housing is replaced with at least equivalent residential floorspace.
- Part B of Policy DMH1 relates to the subdivision of dwellings. The council will grant the subdivision of dwellings only if car parking standards can be met within the curtilage of the site, all units are self contained, adequate amenity space is provided and living space standards are met.

- Policy DMH 2 'Housing Mix' requires the provision of a mix of housing units of different sizes in schemes of residential development.
- Policy DMHB 11 'design of new development' requires alterations and new buildings to be designed to the highest standards and incorporate principles of good design. Development should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
- Policy DMHB 16 'housing standards' requires all new housing development to have adequate provision of internal space in order to provide an appropriate living environment and meet the latest internal space standards.
- Policy DMHB 18 'private outdoor amenity space' requires all new residential development and conversions to provide good quality and useable private outdoor amenity space.
- Policy DMT 1 'managing transport impacts' requires development proposals to meet the transport needs of the development.
- Policy DMT 5 'pedestrians and cyclists' requires the provision of cycle parking and changing facilities in accordance Appendix C of the Local Plan or in agreement with the council.

The London Plan (2021)

The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework of how London will develop over the next 20-25 years and the Mayor's vision for Good Growth. The Plan is the statutory development for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital. The following policies are of relevance to the application.

- Policy GG2 'Making the best use of land' seeks to create sustainable places which make the best use of land with particular focus on the development of brownfield land and sites which are well-connected by public transport.
- Policy GG4 'Delivering the homes Londoners need' requires those in planning and development to ensure that more homes are delivered.
- Policy D1 'London's form, character and capacity for growth' states that boroughs should undertake area assessments to define the characteristics, qualities and value of different places within the plan area to develop an understanding of different areas' capacity for growth.
- Policy D3 'Optimising site capacity through the design-led approach' requires that all development makes the best use of land by following a design-led approach to determine the most appropriate form of development which responds to the site's context and capacity for growth. Development proposals are required to enhance local context, encourage active travel, be street-based and facilitate efficient servicing and maintenance. Proposals should also achieve safe, secure and inclusive environments, provide active frontages, deliver appropriate outlook, privacy and amenity as well as

responding to existing character including enhancing heritage assets and providing high quality architecture.

- Policy D4 'Delivering good design' sets out the requirement for development to deliver high quality design and place-making and that design quality should be retained through to completion.
- Policy D5 'Inclusive design' requires proposals to achieve high standards of accessible and inclusive design by providing high quality people focused spaces which are designed to facilitate social interaction and inclusion and be convenient and welcoming for all.
- Policy D6 'Housing quality and standards' states that housing development should be of high-quality design and provide adequately-sized rooms with comfortable and functional layouts. Housing development should also seek to maximise the provision of dual aspect dwellings and should meet the internal and amenity standards set out.
- Policy D7 'Accessible housing' sets out the requirement to provide suitable housing and genuine choice for London's population, including disabled people, older people and families with young children.
- Policy D11 'Safety, security and resilience to emergency' states that development proposals should maximise building resilience and minimise potential physical risks, including those arising as a result of extreme weather, fire, flood and related hazards. Development should include measures to design out crime.
- Policy D12 'Fire Safety' states that to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety.
- Policy H1 'Increasing Housing supply' sets the ten-year targets for net housing completions that each local planning authority should plan for. Hillingdon's ten-year target for net housing completions (2019/20 – 2028/29) is 10,830.
- Policy H2 'Small sites' requires boroughs to pro-actively support well-designed new homes on small sites (below 0.25 hectares in size).
- Policy H9 'Ensuring the best use of stock' states that Boroughs should promote efficient use of existing housing stock to reduce the number of vacant and under occupied dwellings.
- Policy H10 'Housing size mix' states that schemes should generally consist of a range of unit sizes.
- Policy T5 'Cycling' requires proposals to secure the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located.
- Policy T6 'Car parking' Part D states that the maximum car parking standards as set out in Policy T6.1 should be applied to development proposals and used to set the local standards within Development Plans. Part E requires appropriate disabled persons parking for Blue Badge holders is provided. Part F states that provision is made for infrastructure for electric or other ultra-low emission vehicles. Part I notes that adequate provision should be made for efficient deliveries and servicing and emergency access.

- Policy T6.1 ‘Residential Parking’ states that new residential development should not exceed the maximum parking standards set out in Table 10.3 of the London Plan. The Policy also requires that all residential car parking spaces must provide infrastructure for electric or ultralow emission vehicles, and that at least 20% of spaces should have active charging facilities, with passive provision for all remaining spaces.

The National Planning Policy Framework (“NPPF”)

The National Planning Policy Framework (2023), published in March 2012 and revised in July 2018, February 2019, July 2021, September 2023 and December 2023, sets out the Government’s planning policies for England. It is a material planning consideration in the decision-making process. The NPPF requires LPAs to adopt a positive approach to decision taking and to apply a presumption in favour of sustainable development.

The National Planning Practice Guidance (“NPPG”)

The National Planning Practice Guidance documents were first published in March 2014 and provide further context to the National Planning Policy Framework. The NPPG highlights that good design is an integral part of sustainable development. New proposals should reflect this requirement for good design – as set out in national, regional, and local policy – while local planning authorities are advised to give great weight to outstanding or innovative designs which help to raise the standard of design more generally in the area.

The guidance further outlines that good design seeks to create places, buildings and spaces which work well for everyone and, most importantly, adapt to the needs of future generations.

PLANNING POLICY ASSESSMENT

PLANNING POLICY ASSESSMENT

In light of the development objectives of the project, and in the context of the planning policy framework set out above, the following paragraphs consider the key planning issues associated with the application proposals under the following key headings:

- Principle of Development
- Housing Mix & Quality of Accommodation
- Residential Amenity
- Design & Appearance
- Transport
- Access

Principle of Development

Paragraph 11 of the NPPF notes the presumption in favour of sustainable development, which states that permission should be granted without delay, where proposals accord with the Development Plan.

Paragraph 60 of the NPPF 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.

Paragraph 61 of the NPPF states that to determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance – unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for.

The London Plan (Policy H1) supports the provision of residential developments in sustainable locations to meet housing need and sets a minimum ten-year target for Hillingdon of 10,830 residential units which this proposal would help to achieve.

Policy DMH1 (B) requires applications for the subdivision of dwellings to comply with parking standards within the curtilage of the site. The application proposes 3 car parking spaces at the front of the property (minimum 1 per flat) which strikes a balance between the maximum car parking standards within the London Plan and those specified within the Local Plan.

In addition both the units will be self contained and have individual entrances access from the front, street facing elevation. Both units have access to external amenity space and comply with the national internal space standards. The subdivision of the house, retaining and providing family housing is therefore in accordance with regional and local policy aims.

Housing Mix & Quality of Accommodation

Policy DMH 2 of the Local Plan requires the provision of a mix of housing units of different sizes in schemes of residential development. Through the conversion of the loft space in the dwelling it has been possible to retain and provide extra family housing in the borough, in accordance with policy.

Policy DMHB 16 deals with the requirement to meet internal space standards as set out in regional and local Policy. The proposals provide for 1 x 3 bedroom unit with a total internal area of 82.8 sqm and 1 x 4 bedroom unit with a total internal area of 105.82 sqm. Both dwellings are compliant with the minimum space standard requirements and in accordance with policy.

The proposals have been designed to a high standard with a layout that is more reflective of modern day living with more appropriately sized living and habitable spaces which are served by suitable storage and amenity spaces. The proposals meet the requisite Nationally Described Space Standards.

Policy DMHB 18 requires residential conversions to provide private outdoor amenity space. Both dwellings will have access to private outdoor space in accordance with the standards set out in the Local Plan. The ground floor flat enjoys direct access to 49 sqm of external amenity space with the upper flat having access to 89 sqm of space at the rear of the property.

The new apartments have been designed to minimise circulation space, reflecting an ‘open plan’ arrangement. Both apartments have been designed to benefit from dual aspects and natural light.

Residential Amenity

The proposed scheme has been sensitively designed to respect the existing residential amenity of surrounding dwellings and to ensure the residential amenity of future residents is also respected.

Design & Appearance

The proposals seek to reconfigure and subdivide the internal layout of the existing house with minor external changes. A roof dormer is proposed at the rear of the building to facilitate 2 bedrooms and a bathroom. There are other examples along the street such as at 51 York Road whereby a dormer has been added and approved. The materials used will be consistent with those on the existing building.

Transport

Chapter 9 of the NPPF supports sustainable transport modes to reduce the needs for major transport infrastructure, and to avoid adverse transport impacts of proposed developments. Schemes which generate significant movement should be located where the need to travel will be minimised.

Car Parking

Policy DMT 6 of the Hillingdon Local Plan requires proposals to comply with the parking standards outlined. For dwellings of 3 or more bedrooms this standard is 2 spaces per dwelling. The proposals offer 3 car parking spaces, which strikes a balance between the local requirement of 2 spaces per dwelling and the London Plan maximum requirement of 1 space per dwelling. The car parking offer and close proximity to public transport connections are considered to be suitable for the development and in accordance with regional and local policy.

Cycle Parking

London Plan Policy T5 requires 1.5 cycle spaces per 1 bedroom unit and 2 cycle spaces for all other dwellings. A total of 4 cycle spaces will be required for the two dwellings. It is proposed that these will be provided in secure cycle lock ups in the garden space at the rear of the building.

Refuse

The proposals will provide separate buns for waste and recycling which will be located at the front of the property.

Access

Access is from street level at the front of the property with a second entrance door leading to stairs created for the new dwelling on the upper floors.

CONCLUSION

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A full planning application is submitted seeking permission for the subdivision of the existing dwelling at 55 York Road Hillingdon, into a 1 x 3 bedroom and 1 x 4 bedroom apartment; loft conversion and extension and rear dormer; subdivision of the existing rear garden; hard and soft landscaping; cycles stores and other associated works.

This Planning, Design & Access Statement has assessed the proposals against the Development Plan and has demonstrated that the proposals would meet the objective of the adopted Local Plan policies by optimising an existing sustainable brownfield site to provide additional housing for Hillingdon.

The proposals have been designed to respond and compliment the architectural appearance of the existing building and will provide high quality accommodation which meets the technical space standards.

Overall, the application is in a sustainable location and is in accordance with adopted policy and the NPPF, in particular the presumption in favour of sustainable development. As such, planning permission should be granted without delay.

DA DRAFT CONSULTATION