



PROGRESS PLANNING

Planning, Design and Access Statement

53-55 The Broadway, Joel Street, Northwood

Section 73 application to vary condition 2 (drawings nos.) for a Minor Material Amendment (MMA) to planning permission ref. 5564/APP/2020/847 (Erection of the three storey building to provide 3 x 2 bedroom and 4 x 2 bedroom residential units with associated parking and bin and cycle storage, involving alterations to existing crossover) comprising changes to parking and cycling layout

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The Site

The application site is located on the southwest side of Ferndown, Northwood Hills. The site originally formed part of 53-55 The Broadway, Joel Street, which is currently occupied by a mid 1980's red brick four storey building that was previously used as an office space (first and second floor levels) and drinks establishment (ground level). The once vacant office has now been converted to a gym with the ground floor unit being subdivided into a public house and retail shop.

The site was previously used as a car park for the office on the upper floors of 53-55 The Broadway, Joel Street. However, it has been unused since the office became vacant and then converted to a gym. The parking for the gym is now situated within the undercroft/basement of the existing building.

The local context of the site is generally 2 storey semi-detached residential properties, this is apparent to the East of the site and opposite.

The site is located within the Northwood Hills Town Centre and has a PTAL rating of 3 which is good. Furthermore, Northwood Hills Tube Station is located immediately to the West, with the railway line to the South.

Proposed development

The proposal relates to a section 73 application to vary condition 2 (drawing nos.) for a Minor Material Amendment (MMA) to planning permission ref: 5564/APP/2020/847 (Erection of a three-storey building to provide 3 x 2 bedroom and 4 x 2 bedroom residential units with associated parking and bin and cycle storage, involving alterations to existing crossover) comprising changes to parking and cycling layout.

Condition 2 is set out below:

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

FLU.653.01 Rev. A Existing Site & Location Plans;

FLU.653.02 Rev. A3 Site Layout and Location Plan;

FLU.653.03 Rev. W Ground Floor Plan;

FLU.653.04 Rev. U First Floor Plan;

FLU.653.05 Rev. V Second Floor Plan;

FLU.653.06 Rev. L Third Floor Plan;

FLU.653.04 Rev. R Front Elevation;

FLU.653.08 Rev. L Street Scene;

FLU.653.08 Rev. M Side Elevation;

FLU.653.09 Rev. L Rear and Side Elevation;

FLU.653.10 Section;

and shall thereafter be retained/maintained for as long as the development remains in existence.

The proposed changes to the parking and cycling layout comprise of the following elements:

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- Provision of 1 additional parking space for the residential development.
- Removal of 2 additional disabled parking space secured as part of the original planning permission for use by the gym.
- Re-arrangement of cycle parking for gym users to separate from residential development and residential cycle parking.

Planning Policy

The proposed development would be assessed against Hillingdon's Local Plan; the London Plan, the NPPF, and supplementary planning guidance by both the London Borough of Hillingdon and GLA.

Assessment

The development consists of internal changes to the undercroft area of the approved scheme. There would be no changes to the development as approved and will not change the approved street scene. Therefore, the proposal will have no adverse impact on the visual amenity of the area or the quality of the scheme.

Similarly, the changes will not have any impact on the residential amenity of neighbouring properties. However, the proposals will improve the residential amenity of future occupiers of the development by removing commercial vehicular parking from the residential development that would have been otherwise used by gym members of the adjacent premises. This was the main driving force for the changes being hereby requested. However, cycle parking for the adjacent gym premises will remain on the site and a separate access for this will be provided. The number and quality of the cycle parking will not change despite them being moved within the site. It is anticipated that this will be acceptable given its modest nature.

The proposal seeks to increase the level of residential parking for the development from 5 spaces to 6 which should be compliant with planning policy.

The additional disabled parking (2 spaces) that were provided as part of the adjacent gym premises would be removed from the site. However, the gym premises was originally consented with 14 parking spaces in the undercroft (application ref: 5564/APP/2016/3908) as these spaces are remaining it is supposed that the additional parking space are no longer required. Please see the accompanying Transport Statement which explains the context of parking at the existing gym. In summary, it reads the parking is underutilised and therefore the 2 additional spaces would serve as excess parking, furthermore it has been accepted by the Council in their original granting of permission for the gym (5564/APP/2016/3908) that these spaces are not required. Given the gym has adequate parking as accepted previously, the proposal would not be considered to result in parking stress locally or raise any other highway safety concerns.

Conclusion

In conclusion, the proposal would improve parking for residents of the development and would not worsen the existing parking situation for the gym premises adjacent to it.

The proposal would appropriately separate the residential and commercial uses which are positioned next to one another, and it would improve the residential amenity of future occupiers.

The proposals are modest in scale and is supported by a robust Transport Statement that demonstrates that the proposed changes have no adverse transport impact.

Given the scale and nature of the development, the proposed changes are considered to constitute a Minor Material Amendment and should be accepted.