



PROGRESS PLANNING

Rear of 53-55 The Broadway (Ferndown), Joel Street, Northwood Hills

Planning, transport, design and access statement

Prepared by Progress Planning on behalf of:

Westcombe Group

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Executive Summary

This report has been submitted in support of a planning application for change of use of undercroft to provide a self-contained flat with associated external alterations/works. We consider that the development, incorporating the principles established above, makes the most efficient use of this space within a residential building.

The proposal would improve the appearance of the building and provide additional natural surveillance. The unit complies with M4(3a) and would be wheelchair accessible. The unit is extremely spacious and would offer future occupiers a high quality of internal and external amenity.

The proposal would have no adverse impact on neighbours and would potentially improve the residential feel of the setting.

The proposal would provide an appropriate level of car parking for the residential units in accordance with the Council's parking standards and 16 cycle parking spaces in compliance with the London Plan. It would also provide cycle parking spaces for users of the adjacent commercial building and a financial contribution towards a local publicly accessible bike hire scheme.

Overall, the development would reflect the core principles of sustainable development as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy.

The Site

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

The application 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.

Northwood Hills Tube Station is located immediately to the West, with the railway line to the South.

Opposite the site and to the East, there are generally 2 storey semi-detached residential properties.

The site is located within the Northwood Hills Town Centre and has a PTAL rating of 3 which is good.

Proposed development

The proposal is for change of use of undercroft to provide a wheelchair accessible self-contained flat with associated external alterations/works including a disabled parking bay.

Planning History

In 2020, planning permission ref: 5564/APP/2020/847 was granted for *'erection of a three storey building to provide 3 x 1 bedroom and 4 x 2 bedroom residential units with associated parking and bin and cycle storage, involving alterations to existing crossover.'*

Subsequently, a Section 73 application ref: 5564/APP/2021/3282 was approved in 2022 which was to amend the provision and layout of car and 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.

Principle of Development

Chapter 5 of the NPPF refers to *'Delivering a sufficient supply of homes'*. Paragraph 59 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. The Council's 5 year supply of housing is not a cap on housing delivery but is a measure to ensure the minimum number of new homes are provided over the period.

Policy H1 (Housing Growth) of the Hillingdon Local Plan: Plan 1 – Strategic Policies (2012) requires that the borough meets and exceed its minimum strategic dwelling requirement in accordance with other Local Plan policies. The Borough's target was increased as part of the London Plan and will be increased further by the emerging London Plan.

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Policy H1 Increasing housing supply of the London Plan states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions, especially on sites with existing or planned public transport access levels or which are located within 800m of a Tube station, rail station or town centre boundary and on sites where there would be mixed-use redevelopment of car parks and low-density retail parks.

The proposal involves the creation of an additional flat within an undercroft space to this residential building. The principle of optimising the use of this site for the provision of residential accommodation, as a residential building is supported in strategic terms by policy H1 of the Local Plan: Part 1 – Strategic Policies; policy H1 of the London Plan; and the National Planning Policy Framework. Therefore, it is anticipated that it will be welcomed.

Impact on the character and appearance of the area

The site is not located within a Conservation Area or Area of Special Local Character.

Strategic Policy BE1 of the Local Plan: Part 1 requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

Policy DMHB 11: Design and New Development of the Local Plan Part 2 – Development Management Policies states that all development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including harmonising with the local context.

This application largely seeks alterations internally which in themselves would not alter the external appearance of the building. The only significant change from street level or in terms of the public realm would be the removal of the existing garage door which provides access to the undercroft. This would be replaced with traditional looking residential style windows in a matching appearance to the rest of the building.

The proposal would reflect the architectural style of the existing building and it would not have much of a material impact on the streetscene, nor appear visually intrusive.

Given the design approach taken, the development is considered to sit comfortably within the site and it would reflect the character and appearance of the street. It provides an appropriate transition between the larger buildings to the West and more suburban buildings to the East. On this basis, the development proposal is considered to be acceptable in terms of its impact on the character and appearance of the area, in accordance with Strategic Policy BE1 of the Local Plan: Part 1 and policy DMHB 11: Design and New Development of the Local Plan Part 2 – Development Management Policies; policies 7.4 and 7.6 of the London Plan; and the National Planning Policy Framework.

Impact on neighbours

Policy DMHB 11: Design and New Development of the Local Plan Part 2 – Development Management Policies states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The residential amenity of neighbouring properties has not been raised as an issue on any of the previous schemes. The conversion of the undercroft is not going to harm neighbouring properties in terms of noise, daylight, outlook or privacy. Therefore, the proposal would not be detrimental to the residential amenity of neighbouring properties, in accordance with policy DMHB 11 of the Local Plan Part 2 – Development Management Policies.

Living conditions for future occupiers

Internal living space

The proposed new flat would fully comply with the Government's national space standards contained in the Technical Housing Standards and the Mayor's Housing SPG. In addition, the flat would meet M4(2) of the Building Regulations.

Overall, the proposed internal accommodation is considered to be of a high standard to the benefit of future occupiers, in accordance with Hillingdon's Local Plan; policies 3.5, 3.6, and 7.3 of the London Plan, and the Mayor's Housing SPG.

External Amenity Space

The residential building already benefits from a communal garden at roof level. This flat will also provide a private garden area to the side of it. The original residential building provided in excess of the standard for 7 houses and there is adequate communal amenity space for the residents of this proposed flat too.

This proposal is considered to comply with policy DMBH18 Private Outdoor Amenity Space of the Local Plan Part 2 – Development Management Policies and address the Inspector's previous concerns.

Traffic impact, car/cycle parking, pedestrian safety

DMT1 Managing Transport Impacts of Hillingdon's Local Plan: Part 2 – Development Management Policies states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.

DMT2 Highways Impacts of Hillingdon's Local Plan: Part 2 – Development Management Policies states that development proposals must ensure that safe and efficient access to the highway network is provided; the proposal does not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents; safe and convenient facilities for pedestrians and cyclists are provided; impact on local amenity and congestions are minimised by routing through traffic by the most direct means; there is suitable mitigation measures to address any traffic impacts.

Policy T6.1 of the London Plan and policy DMT6 Vehicle Parking of Hillingdon's Local Plan: Part 2 – Development Management Policies sets the parking standards required for development.

The proposal would remove 3 car parking spaces from the residential complex and it would increase the number of residential units from 7 to 8 flats. As a result of this proposal, there would be 3 car parking spaces for a total of 8 flats, which complies with policy T6.1 of the London Plan. In addition, the proposal

would include a disabled parking bay, where currently there are none. This could be allocated to the new wheelchair accessible unit.

The development would also have adequate cycle parking provision. Nevertheless, the applicant is prepared to provide a financial contribution towards a local publicly accessible bike hire scheme which would improve the accessibility of the area.

The 80 commercial cycle parking spaces have been retained on the development as secured previously for the adjacent gym premises.

Refuse and servicing arrangements for the development is not changing significantly and the refuse area is sufficiently large to accommodate the additional waste.

The proposal will not raise highway safety concerns; an appropriate balance of parking spaces has been provided given its location next to a tube station with a high PTAL rating; and servicing of the building is acceptable in accordance with policies DMT1 and DMT2 of Hillingdon's Local Plan: Part 2 – Development Management Policies and policy T6.1 of the London Plan.

Flooding or Drainage Issues

The EA Flood Zone map indicates that the site and the proposed residential development is not located within an area at risk of flooding.

Therefore, given that the site is not at risk of flooding and given its scale, it is not likely to raise issues with regards to flooding, in accordance with policy EM6 'Flood Risk Management' in the Hillingdon Local Plan: Part 1 and the National Planning Policy Framework.

Conclusion

In conclusion, we consider that the development, incorporating the principles established above, makes the most efficient use of this space within a residential building.

The proposal would improve the appearance of the building and provide additional natural surveillance. The unit complies with M4(3a) and would be wheelchair accessible. The unit is extremely spacious and would offer future occupiers a high quality of internal and external amenity.

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Overall, the development would reflect the core principles of sustainable development as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy.

Therefore, it is anticipated that the application will be approved.