



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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Table of Contents

<u>EXECUTIVE SUMMARY</u>	<u>2</u>
<u>THE SITE</u>	<u>3</u>
<u>PROPOSED DEVELOPMENT</u>	<u>3</u>
<u>PLANNING HISTORY</u>	<u>3</u>
<u>PLANNING POLICY</u>	<u>3</u>
<u>PRINCIPLE OF DEVELOPMENT</u>	<u>3</u>
<u>IMPACT ON THE CHARACTER AND APPEARANCE OF THE AREA</u>	<u>4</u>
<u>LIVING CONDITIONS FOR FUTURE OCCUPIERS</u>	<u>5</u>
<u>TRAFFIC IMPACT, CAR/CYCLE PARKING, PEDESTRIAN SAFETY</u>	<u>5</u>
<u>FLOODING OR DRAINAGE ISSUES</u>	<u>6</u>
<u>CONCLUSION</u>	<u>6</u>



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 an infill roof extension to provide a third floor level studio flat.

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.

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 the roofspace at third floor level of this 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 within the communal roofspace which in themselves would not alter the external appearance of the building. However, the ridge of the roof would be extended modestly higher to approximately the height of the existing overrun. The roof would be relatively sweeping but would align with the existing roof and would not extend forward or to the rear of the existing roof. The tiles would match the existing and the modest extension would not appear out of keeping in the streetscene.

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. For clarity, the submitted floorplans show that the proposed studio flat would measure 55sqm which is 18sqm larger than the minimum standard. In addition, 30sqm will have at least 2.5m floor to ceiling height as measured internally.

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 proposed residential unit would have its own private terrace located on the east side of the building at third floor level. This would measure in excess of 20sqm which is greater than the standard set out by policy DMBH18 Private Outdoor Amenity Space of the Local Plan Part 2 – Development Management Policies. This is also significantly greater than what the Mayor's Housing SPG.

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 not affect access or parking for the residential development. A total of 5 car parking spaces will be retained for the residential development. If this application is consented, there would be 8 flats with

access to 5 car parking spaces which is considered adequate for the block given its proximity to Northwood Hills Tube Station and the district centre.

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.

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.

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