



PLANNING STATEMENT PREPARED IN SUPPORT OF A PLANNING APPLICATION
AT WHITTLES YARD, REAR OF 12-18 HALLOWELL ROAD, NORTHWOOD, HA6 1DW
FOR THE CONVERSION AND EXTENSION OF THE EXISTING LIGHT INDUSTRIAL
BUILDINGS (CLASS E) TO PROVIDE 6 RESIDENTIAL UNITS.

- 1.1 This Planning Statement has been prepared by the Gillett Macleod Partnership Limited in support of a Planning Application submitted on behalf of Revita Limited in connection with the above site. The Proposal involves the conversion to residential use, of two detached late Victorian buildings.
- 1.2 The site is currently vacant but the buildings that are the subject of this application were formally used as workshops.



There are a number of disused and derelict garages at the very back of the site, the previous use of which is uncertain.

The subject buildings are two storeys in height with steeply pitched slate roofs. They both have single storey lean-to's at the rear, built hard on the boundary with the adjoining houses in Hallowell Road.

These buildings although have lacked basic maintenance for many years are in a reasonable structural condition and have an attractive character.

1.3 The Statement is set out as follows:

Section 2 - Planning History

Section 3 - Site Description and Heritage Statement

Section 4 - Details of the Application

Section 5 - Policy Considerations

Section 6 - Fire Risk Assessment

Section 7 - Conclusion

Section 2 - Planning History

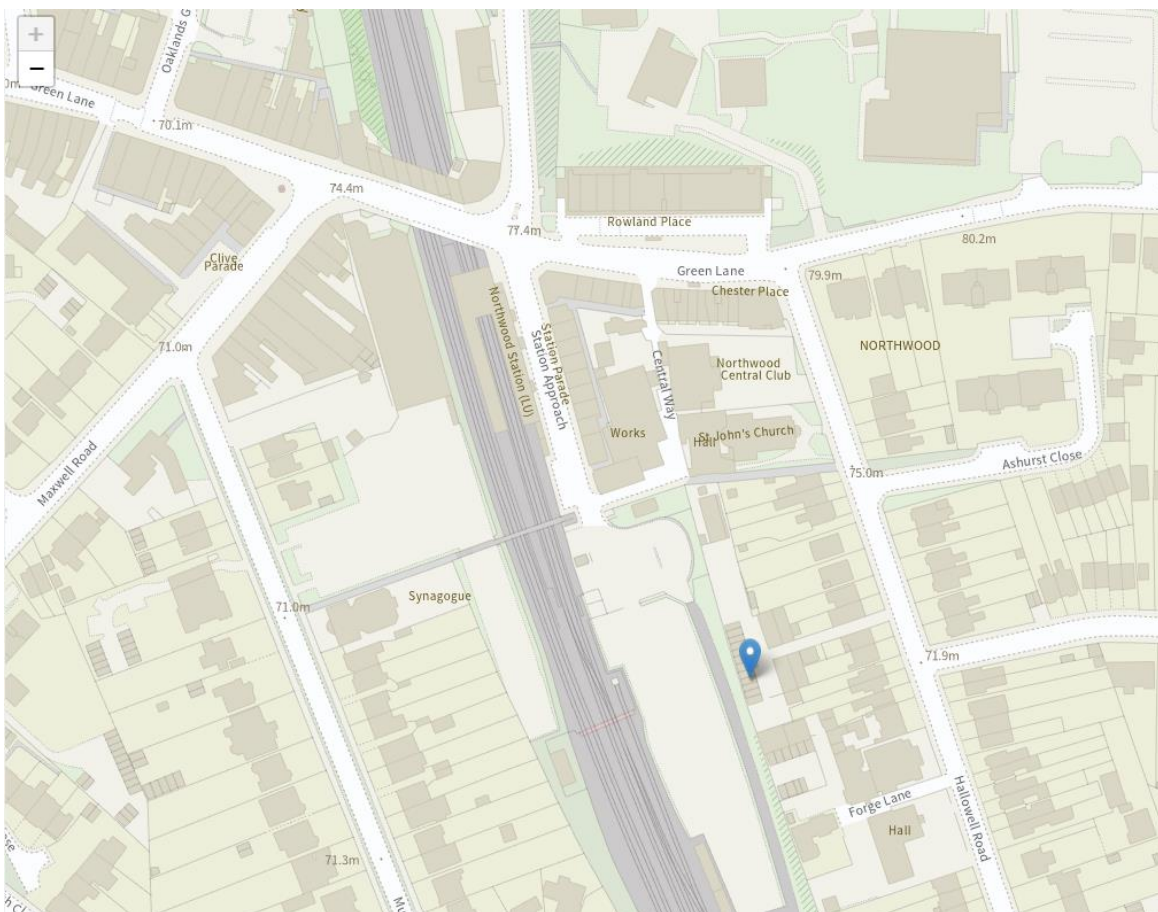
- There is a previously refused application on site ref.: 77095/APP/2022/600 dated 20th April 2022 for a similar development to that now proposed which was refused under delegated powers. The current proposal seeks to address the reasons for this refusal.
- With the exception of the above, the Planning history on the site has been checked with the Local Planning Authority and this showed that there has been no other recorded history over the last 30 years.
- As far as we can ascertain the original use of the buildings, it is understood, was stabling for nearby residential units. This use ceased with the advent of the motor car and since then the buildings have been used as light industrial workshops.

Section 3 - Site Description and Heritage Statement

- The site is not in a Conservation Area and none of the buildings are listed, but it is in an Area of Special Character. The site is currently vacant and contains a variety of buildings which are generally in a poor state of repair. The main building's heritage value is diminished due to their poor state of repair. If refurbished and brought back to use their value as a heritage asset would be greatly enhanced.
- The two large buildings that are the subject of this application were constructed around the turn of the 19th century. The walls are built of London stock bricks which fortunately retain their original natural finish. The roofs have a natural grey slate finish and are steeply sloping. There are no distinguishing internal features,

most have been lost over the years. The buildings will be largely retained, extended and altered to adapt to a new proposed layout. Where the building has extensions, the new brick work will be built with salvage bricks from the site and this is with the limited amount of new second hand London stocks as necessary to match the existing building.

- The site is served by a private access road which is 4.8m wide. This is a shared surface carriageway providing access to the application site and also to a day nursery to the north of the site.
- There are very good transport links, Northwood tube station is very close by, being three minutes walk and approximately 150 meters away. There are also a number of buses that operate from the station. The site has a PTAL rating of 3 which given the suburban location is a good rating.
- There are a large number of local shops and restaurants less than five minutes walk from the site including a large Waitrose store.
- The site can, given the forgoing, can be considered in a very sustainable location.



Section 4 - Details of the Application

- The proposal is to convert the two workshop buildings into 2 no. three bedroom flats, 2 no. one bedroom flats and 2 studio flats.
- This will involve the demolition of the rear single storey outriggers and the construction of 2 storey rear extension. Private amenity space will be provided to the ground floor 3 bedroom units, in excess of the council's minimum standards of 30sqm, the provision proposed being 35sqm. The 220mm thick brick wall will be retained to form a boundary wall between the rear gardens of the proposed flats and the existing houses in Hallowell Road.
- The houses are all of similar design and have the following areas and details:

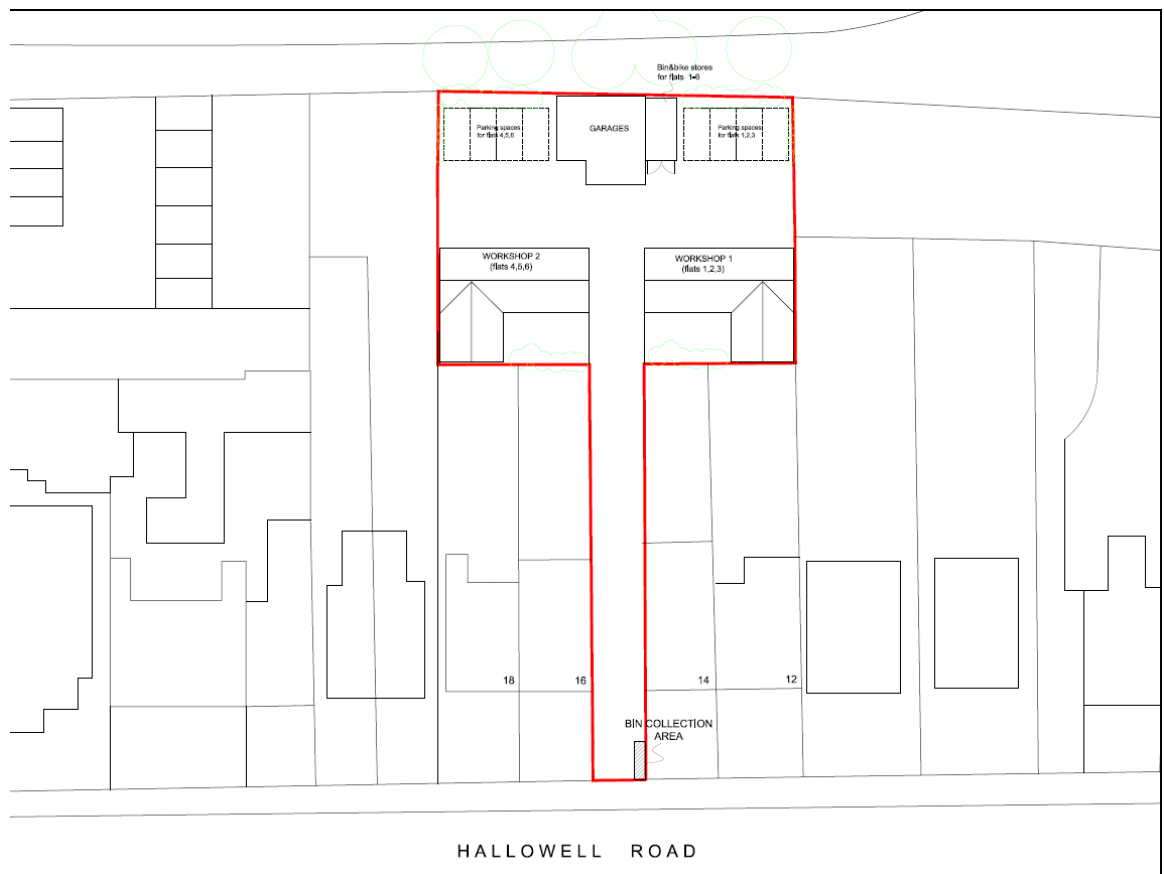
Gross internal area of three bedroom flats - 86 sq. m

Gross internal area of one bedroom flats - 51 sq. m

Gross internal area of three bedroom flats - 38.5 sq. m

Rear amenity space provided - 35 sq. m to the ground floor family unit and private balconies has been provided to the non-family first floor accommodation

One of the existing garages will be adopted to provide bin and bike storage facilities for the whole development. The refuse will be taken to the end of the service road adjacent to Hallowell Road for collection by the refuse collectors on the allocated day. This will enable the refuse collection point to be within ten meters of the public highway as required



Section 5 – Policy Considerations

The following policies are considered to be relevant to the submitted application:

- **Policy DME 2 of the Hillingdon Local Plan Part Two 2020.** This Policy seeks to protect the loss of employment floor space which would be detrimental to the local economy. The Policy states that loss of employment uses will normally be permitted if “the existing use impacts on the local amenity through disturbance to neighbors, visual intrusion or has an adverse impact on the character of the area and the site is unsuitable for employment reuse or development because of the size, shape and location”.

The existing use as light industrial workshops is un-neighborly and could potentially have a very adverse impact on the amenity of the houses in Hallowell Road as the buildings are built hard on the rear boundary of the houses and have windows directly facing these houses. The location and size of the units have caused them to be difficult to market for light industrial workshops. Although attempts have been made to do this over the past twelve months.

- **Policy DMH 2 of the Hillingdon Local Plan: Part 2 – Development Management Policies (2020)** requires that there should be a provision of a mix of different sizes for schemes of residential development.

The proposal includes for a mixed of different size units including the provision of 2 no. three bedroom flats and therefore complies with the requirements of this policy.

- **Policy DMHB 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020)** states that within Areas of Special Local Character, new development should reflect the character of the area and its original layout. Alterations should respect the establishment scale, building lines, height, design and materials of the area.

The site lies within the Old Northwood area of Special Local Character (ASLC). In terms of character, it is mainly late Victorian and early Edwardian developments that characterize this area. The proposal seeks, by the conversion and retention of the late Victorian buildings on site, to preserve the character of the area.

- **Policy DMHB 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020)** states that new development will only be permitted where it accords with the Council’s adopted parking standards.

The site is within PTAL rating 3 and therefore a 75% provision of parking will be considered acceptable. The normal parking requirement for this size of development would be 8 spaces based on the Council standards and therefore with the 75% reduction allowed by the London Plan the provision of 6 parking spaces would meet the parking standards.

- **Policy T5 of the London Plan (2021)** states that development proposals should secure the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located.

An individual cycle store for each of the proposed flats has been provided.

- **Policy D12 of the London Plan (2021)** states that in the interest of fire safety and to ensure safety of all building users, all development proposals must achieve the highest standards of fire safety. Policy D5 and part B of the London Plan (2021) states that development should be designed to incorporate safe and dignified emergency evacuation for all building uses.

This policy has been taken into account in the design. Please refer to the fire risk assessment in section 2 of this statement.

- **Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020)** states that all new residential development and conversions will be required to provide good quality and usable private outdoor amenity space.

The proposal has been designed to take account of the supplementary guidance dated July 2006 in terms of the provision of amenity space for flats (page 12) 35sqm of private amenity space has been provided to the family sized ground floor flats and the upper floor non family flats has been provided with outside balcony areas in line with paragraph 4.19 "Exceptions to the garden area requirements will only apply as the provision of circumstances such as the provision of small non family housing predominantly made up of 1bedroom units in town centers or the provision of small non family housing above shops. However even in these areas care should be taken to provide some usable and reasonable private outdoor amenity space, perhaps in the form of balconies."

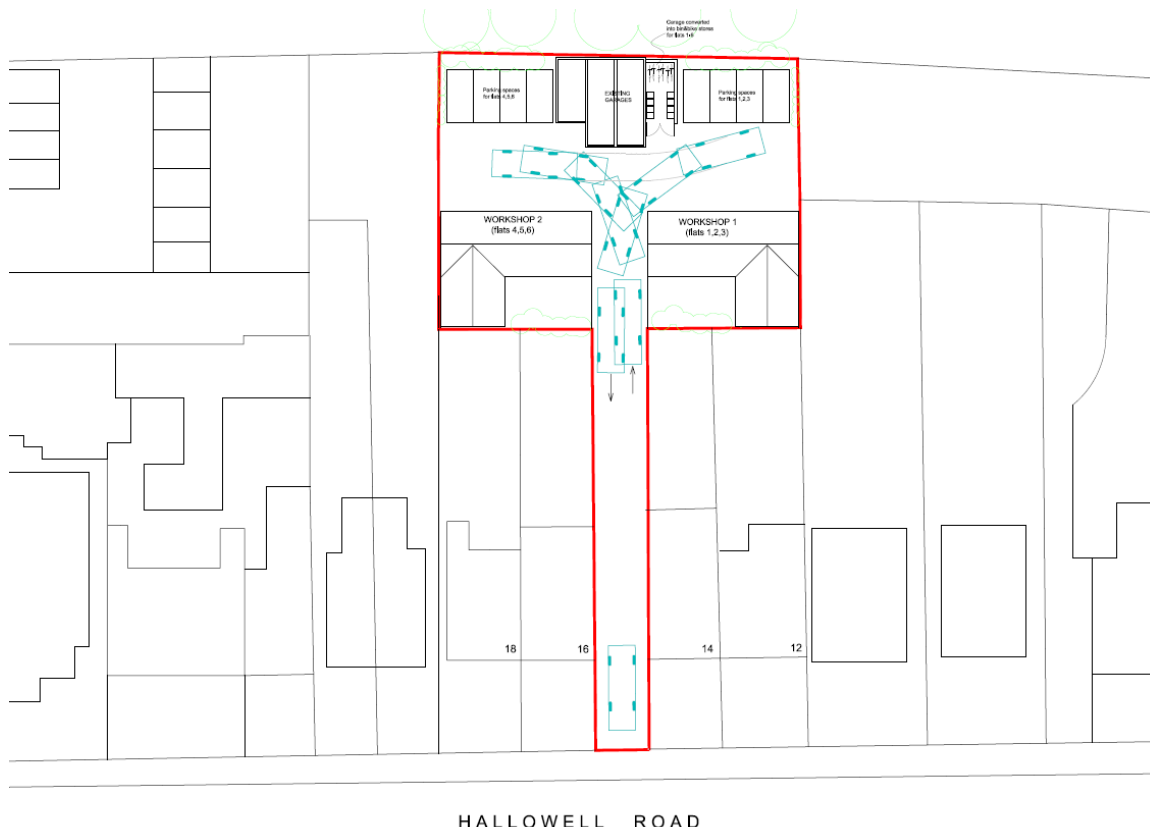
- **Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020)** states that the development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The proposal would improve the amenity of the adjoining residential units by removing a potentially un-neighborly use of a workshop / light industrial unit which is built hard on the rear garden of these houses. It would also remove a large number of windows which face directly on to the gardens which potentially would present a noise hazard and overlooking issue. The proposal has been designed to avoid any direct overlooking of the houses in Hallowell Road by orientating the windows at first floor level at 90degrees to rear boundary and having windows predominantly facing to the front of the buildings.

Section 6 – Fire Risk Assessment

- The proposal has been designed utilizing the existing access road which is 4.8 meters wide to provide access for the fire brigade to enter the site with a turning head adjacent to the proposed flats to enable the fire engine to leave the site in a forward direction as shown in the diagram below.

The travel distance from where the fire appliance parks to the furthest point in the proposed houses at first floor level will be less than 45 meters which complies with the requirements of the London Fire Brigade in terms of hose length. The first floor windows of habitable rooms of the proposed flats will be fire escape windows which will provide an alternative means of escape in case of fire.



Section 7 – Contamination and Flood Risk

A search has been carried out by Landmark dated 20th October 2021. This shows that the site is not in a flood risk area and is not considered likely to be affected by contamination. The Landmark search information is attached to this statement at Appendix A below.

Section 8 - Conclusion

The proposal brings two redundant buildings back into a useful life whilst maintaining the historic character of the area and enhancing the amenity of the local residents. It also provides a very sustainable solution re-using the existing structures.

The proposal is in a very sustainable location and provides 2 no. three bedroom family units on the ground floor and 4no. small non-family units which there are believed to be a shortfall of within the immediate area. The proposal would therefore enhance the Area of Special Local Character and also provide a valuable addition to the housing stock.

APPENDICES

APPENDIX A

