

INTRODUCTION

1. This Planning Statement is made in support of an application by NBI Holdings (London) Ltd to convert the two existing commercial units (Class E) into 2 x one-bedroom flats and a two-bedroom (2B4P) flat provided in a ground floor rear extension.
2. The application is formed of the following salient documents:
 - Application drawings, prepared by Mark Smith Architects
 - Design and Access Statement (DAS), prepared by Mark Smith Architects
 - Viability Submission Viability Submission
 - Daylight and Sunlight Assessment, prepared by Right of Light Consulting
 - Sustainable Construction Checklist
 - Transport Note, prepared by Ardent Consulting Engineers
 - Planning Statement, prepared by KR Planning
3. This planning application now seeks a comprehensive redevelopment of the ground floor of the premises to replan the previously consented Permitted Development conversion of the two existing commercial units (Ref: 21/2665/GPD13), along with a re-imagined ground floor rear extension providing 2bed accommodation in a built form which positively addresses those previous reasons for refusal.

SITE AND SURROUND

4. The site comprises two commercial units which are symmetrically positioned in the centre of a parade of six commercial units located on the southern side of Hampton Road located close to Hampton Hill Town Centre. The parade of buildings are known as New Broadway. The site benefits from two separate street level entrances (of which only one is currently use) and, in addition to the Permitted Development permission outlined above, it benefits from a planning permission to convert and extend the uppers to residential whilst also extending the commercial units via a ground floor rear extension (Ref: 19/3704/FUL). The site is not situated within a Conservation Area, and none of the existing buildings are statutorily listed.

5. The site is PTAL 2 but is within a seven minute walk of Fulwell Station which has regular and direct services into central London. Directly outside the site is a bus station which offers direct services to Heathrow, Teddington and Hampton Court Palace. In terms of parking, the site is not located within a CPZ although there are two parking bays within fifty metres of the site which can accommodate three cars and which restrict parking to 30 minutes.

THE PROPOSAL

6. The scheme seeks the conversion of the two existing commercial units into 2 x 1b1p flats and a new 2 bed flats to the rear of the premises. Each of the units achieves and exceeds national technical housing standards, is provided with an external terrace and secure cycle parking. See DAS for further details on floor areas, amenity space, bike parking and refuse.

POLICY

National Planning Policy Framework

7. The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It is a material consideration in formulating local planning policies and taking decisions on planning applications.
8. Within the updated NPPF, paragraph 11 emphasises that at the heart of the Framework is a presumption in favour of sustainable development. Decision makers should look to approve development proposals that accord with up to date Development Plan policies without delay. Part 2 of the Framework explains that the purpose of the planning system is to achieve sustainable development which has three interdependent objectives:
 - an economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and

at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

- a social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- an environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

9. In relation to housing, paragraph 68 says that small sites can make an important contribution to meeting the housing requirement of an area and they are often built relatively quickly. The development of such sites is encouraged and local planning authorities must identify sufficient land to accommodate at least 10% of their housing requirement on sites no larger than 1 hectare.

10. Section 11 focuses on making effective use of land. Paragraph 118 (c) and (d) says that planning decisions should give substantial weight to the value of using suitable brownfield land for homes and the use of under-utilised buildings especially for housing should be promoted. Additionally, and as an important material consideration in this instance, 118 (e) gives support for taking opportunities to develop the airspace above premises for new homes where these would be compatible with the street scene and not harm the amenity of neighbours.

The London Plan (2021)

11. This is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20 - 25 years.

12. Policy GG2 of the new London Plan states that to create successful mixed-use places that make the best use of land, policies must enable the development of brownfield land, prioritise sites which are well connected to public transport and apply a design-led approach to determine the optimum development capacity of sites. The policy also supports car-free developments, supporting a target of 80% of all journeys using sustainable travel, allowing for an efficient use of land (as required the Mayor's Transport Strategy).
13. The new London Plan Policy GG4 aims to create a housing market that ensures that more homes are delivered, are genuinely affordable, and creates mixed use and inclusive communities.
14. Policy GG5 of the New London Plans aims to conserve and enhance London's global economy to ensure that economic success is shared amongst all Londoners. The policy notes that those involved in development should promote the strength and potential of the wider city region, diversity the economy, plan for sufficient employment space and ensure that high-quality and affordable housing are provided as well as social infrastructure to support London's growth. This policy also aims to promote London's rich culture and heritage and make the fullest use of the Capital's existing and future public transport, walking and cycling networks.
15. Policy D3 of the new London Plan relates to all development and seeks to make the best use of land by following a design-led approach that optimises the capacity of sites. This policy notes that the design -led approach requires consideration of design options to determine the most appropriate form of development that responds to the site context and capacity for growth.
16. Policy D4 of the new London Plan outlines that Design and Access Statements submitted with development proposals should demonstrate that the design meets the requirements of the London Plan.

MATERIAL CONSIDERATIONS

Principle of Development

17. The key principle at the heart of the NPPF is the presumption in favour of sustainable development (paragraph 10). Paragraph 118 goes on to state that the planning system should encourage the effective use of land by re-using land previously developed (ie brownfield land) and the planning system should proactively drive and support sustainable development for new homes and other uses by promoting new development to encourage the re-use of land in urban areas and meet housing need as a priority.
18. The site is located within an Area of Mixed Use and within such a designation the effective, best use of sites, particularly in areas in the proximity to centres, is clearly supported by the Development Plan, the London Plan and the NPPF.
19. Local Plan Policy LP 39 contains a general presumption against the loss of garden areas, but this policy is irrelevant in this instance as the area does not function as a garden and the site has a fallback consent for a larger extension to the rear of the building.
20. The change of use of the Class E commercial floorspace on the site has already been consented by my Client utilizing its Permitted Development rights, therefore the previously expressed concerns about the interaction between commercial and residential uses has no weight. In any instance, as this application seeks to re-plan those consented units, their relationship and interconnectedness can be assessed as part of the proposal.

Design

21. The NPPF attaches great importance to the beauty of design within the built environment as a key part of sustainable development. Planning policies and decisions should not attempt to impose architectural styles or tastes, but should seek to promote or reinforce local distinctiveness. This approach is reinforced in Local Plan Policy LP 1.

22. The final design of the submitted scheme has evolved significantly from the refused submission. The design team has taken on board the criticisms levelled at the previous scheme and have responded in a positive fashion in amending this scheme. The proposed changes include a reduced number of units to the rear, reduced site coverage, a better outlook for all units and better levels of accommodation than those previously consented.

Height, Scale and Massing

23. The site is located to the rear of the existing parade of buildings and, therefore, its development will not have an impact on an established street-scene. Other buildings within the terrace include very similarly sized extensions, which include single storey walls for the entire length of shared boundaries.
24. The proposed layout presents a smaller footprint than that previously consented by the LPA when granting permission for a the ground floor rear extension of the two existing commercial units (Ref: 19/3704/FUL), and the wall height to the boundary matches that previously consented.
25. The development will, therefore, have a minimal impact on the visual amenities of the surrounding area.

Materiality and Appearance

26. The architectural detailing with the proposed development is of high quality and will positively contribute to the character of the surrounding area. The extension will be finished in yellow London stock brick.
27. Overall, the proposed development will positively contribute to the character of the area and significantly enhance the appearance of the existing site. The proposed development will, therefore, accord with Local Plan Policy LP1.

Housing Mix

28. Local Plan Policy LP 35 seeks to provide family sized accommodation with the exception of sites located within the five main centres and in Areas of Mixed Use. Despite being located within an AOMU, this policy designation has been respected by my Client in seeking a large 2b4p unit, which pursuant to the definition within the glossary can be considered as family housing.

Housing Quality

29. The London Plan and the accompanying London Housing SPG (March 2016) set out the most up to date internal space standards for new residential accommodation. These standards are adopted from the Nationally Described Space Standard.
30. All of the proposed units have been designed to meet and exceed these standards. The table within the DAS identifies the compliance of unit sizes in relation to the national standards adopted by the London Plan.
31. As well as minimum unit sizes, the Mayor's Housing SPG sets out a number of internal design standards which should be met in order to deliver high quality development. The proposed accommodation will comply with these standards with regards internal circulation, floor to ceiling heights, dual-aspect units and accessibility. Habitable rooms will be provided with excellent levels of daylight and sunlight as confirmed by the Daylight and Sunlight Report which was submitted with this application.
32. One active consideration for this scheme is the quality of the one bed flats as compared to those approved by way of the GPDO 2015. As highlighted within the DAS, the replanning of the entranceway to the scheme means that these units will be formed of a regular shape allowing for a better furniture layout and without the intruding stair case reducing headroom. Moreover, these units are now dual aspect with private external amenity space external overlooking into these units has been carefully addressed by the architect via the introduction of 1.7m opaque glazing and these design features are material benefit which should weigh in favour of the application.

33. The proposed development will deliver high quality residential accommodation to accord with London Plan policy 3.5, Local Plan Policy LP 35 and the Mayor's Housing SPG.

Housing Delivery

34. The increased delivery of residential units supports the increasing housing target in the new London Plan 2021 which is now 411 new net housing completions compared to 315 net housing completions in the London Plan 2016.
35. The delivery of additional residential units of the mix proposed at the site will complement and strengthen the area's existing residential stock whilst also freeing up existing family homes in the area as the units in the proposed scheme could be considered down sizer units.

Neighbour Amenity

36. Policy LP8 of the Local Plan requires all development to protect the amenity and living conditions for occupants or new, existing, adjoining and neighbouring properties.

"The Council will ensure that:

- the design and layout of buildings enables good standards of daylight and sunlight
- balconies do not raise unacceptable overlooking or noise or disturbance to nearby occupiers;
- height massing, siting, including through creating a sense of enclosure;
- proposals are not visually intrusive or have an overbearing impact as a result of their height, massing or siting, including through creating a sense of enclosure;
- ensure there is no harm to the reasonable enjoyment of the use of buildings, gardens and other spaces due to increases in traffic, servicing, parking, noise, light, disturbance, air pollution or odours."

37. Although no concerns were raised regarding neighbouring amenity for the previous iteration of the scheme, the built form changes will lessen any perceived issues by reducing massing along the boundaries. Moreover, the window placement is such that little to no intervisibility will be possible. Further to this, due to the orientation of the site, there would be no obstruction of skylight or sunlight and daylight to their gardens or windows

Private Amenity Space

38. The Housing SPG sets out that a minimum of 5 sq m of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sq m should be provided for each additional occupant.
39. The proposed development offers private amenity space of at least 5 per unit for each of the units in the form patio gardens at ground floor level. Each terrace has a minimum width and depth of 1.5 metres, in accordance with the Housing SPG policy.

Residential Amenity

40. A key principle of the NPPF seeks to secure a good standard of amenity for all existing and future occupants of land and buildings. This is reflected in Local Plan Policy LP 8 and Local Plan Policy LP 35 which require proposals to protect the amenities of occupants of new, existing, adjoining and neighbouring properties.
41. The scheme has been arranged to remove overlooking from one unit to another whilst also maximising dual aspect units. Furthermore, these windows do not face into any adjoining windows meaning that neighbouring privacy is protected. These design measures ensure that the development will not result in overlooking to any adjoining residential property or garden area and therefore the proposal accords with Local Plan Policy LP8 and Local Plan Policy LP 35.
42. Similarly, the layout of the proposed development has a smaller footprint than that previously consented by the Council (Ref: 19/3704/FUL), meaning that a potential amenity impacts are reduced from the fallback position.

Transport and Highways

43. On-site cycle parking will be provided in accordance with London Plan (2021) with secure and covered cycle store is proposed within the envelope of the building and will provide 4 cycle spaces.
44. Waste storage formed a specific reason for refusal on the previous scheme, and this is now overcome by the use of dedicated refuse store located centrally. This is a distinct improvement over the current situation, where bins are unsecured and left along the side of the building.
45. Please refer to the Transport Note submitted with the application regarding parking.

Affordable Housing

46. Local Plan policy LP36 seeks affordable housing from all housing schemes subject to the following criteria:

The Council will have regard to:

- *a. economic viability;*
- *B. individual site costs;*
- *c. the availability of public subsidy; and*
- *d. the overall mix of uses and other planning benefits*

47. Criterion D of the policy allows consideration of individual site suitability to deliver affordable housing, using the above criteria to inform the decision. Please see enclosed Viability Assessment confirming that the proposed scheme is unable to sustain any affordable housing contributions. My client is prepared to pay the fees for the Council's independent viability consultant to review the Viability Assessment.

Wider Planning Benefits

48. As assessed here, and in the other accompanying reports, the proposal would contribute to the economic, environmental, and social dimensions of sustainability for the following reasons:
49. In terms of the economic dimension of sustainable development, the proposal would contribute towards economic growth, including job creation - during the construction phase and in the longer term through the additional population assisting the local economy through spending on local services/facilities. There will also be Council Tax and planning grant receipts arising from the development.
50. Regarding the social dimension, in terms of physical constraints, the site appears to have no other physical constraints and is deliverable. Whilst the Council can demonstrate a 5 year supply of deliverable housing land, the provision of additional housing on the application site would amount to a moderate benefit in terms of providing a greater flexibility to the supply of housing.
51. In terms of the environmental dimension of sustainable development, the proposal offers potential for the incorporation of energy efficiency measures, not least in relation to the thermal efficiency of the units.
52. Having fully assessed all three dimensions of sustainable development; economic, social and environmental within this report it is concluded that, on the whole the development of this site will:
- provide a supply of housing to meet current and future generations
 - have an acceptable design and impact on the character of the area
 - have an acceptable impact on residential amenity
 - provide infrastructure to meet the needs generated by the development
53. When considered in the round, the proposal would contribute to the economic, social and environmental dimensions of sustainability.

CONCLUSION

54. Delivery of housing is the national, regional and local policy priority and the NPPF has at its heart the presumption in favour of sustainable development (para 11), with housing delivery as its focus. All strands of policy require the approval of development proposals that accord with an up-to-date development plan without delay. The presumption in favour of sustainable development requires proposals to achieve economic, social and environmental gains; as such a balancing exercise has to be undertaken to weigh the benefits of the scheme against its disadvantages.
55. The scheme proposal accords with the objectives of the NPPF, and also the Development Plan, by increasing residential accommodation in a sustainable and suitable location. The Proposed Development accords with both national and local planning policies and guidance and there will be no direct harm to any known material consideration.
56. The optimization of this site is a means of making the best of land, as per Policy GG2. The development specifically meets the policies requirements in terms of prioritising sites well- connected to public transport, applying the design-led approach to determine optimum capacity and planning for good walking, cycling and public transport connection enabling car free lifestyles which allow more efficient uses of land
57. The London Plan is particularly supportive of the impact small sites can have on housing delivery. Under Policy H2, it is stated that for London to deliver more of the housing it needs, small sites below 0.25 hectares in size must make a substantially greater contribution to new supply across the city.
58. The scheme respects the height, scale, siting, design and materials of its immediate and wider context, providing a high standard of design and better quality accommodation than previously consented.
59. For the reasons given above we conclude that the proposal accords with the development plan and there are no material considerations which indicate that a

decision be taken other than in accordance with it therefore planning permission should be granted.