



PLANNING BY DESIGN

FROM CONCEPT TO COMPLETION

Supporting Statement for:

**Conversion of dwellinghouse into two, two-
bedroom flats**

At:

37 Ennismore Avenue, Greenford UB6 0JJ

**Prepared by Planning By Design on behalf of
Aoife Connell**

Introduction

On behalf of our client Aoife Connell (the “Applicant”), we enclose a planning application for the conversion of the existing dwellinghouse to two, two-bedroom flats at 37 Ennismore Avenue, Greenford UB6 0JJ.

The application documentation, which has been submitted to Ealing Council as the Local Planning Authority via the Planning Portal (ref. PP-12527496) comprises the following:

- Completed Application Form and Certificate Notice;
- Supporting Statement (prepared by Planning by Design); and
- Planning Drawings (prepared by Planning by Design).

The statutory application fee of £462 has been paid via the Planning Portal.

Site Context

The application site is located on the western side of Ennismore Avenue in Greenford and comprises of a two-storey, mid-terrace residential building. The property is neither located within a Conservation Area, nor a Listed Building.

Planning History

There has been one planning application at the property for a single storey (Max 6m deep and Max 3.15m high) rear extension (ref. 224296PALHE).

Proposal

Planning permission is sought for the conversion of the existing dwellinghouse to two, two-bedroom flats. The existing dwellinghouse will be sub-divided to the following:

- Flat 1 at Ground Floor; and
- Flat 2 at First and Second Floors.

All rooms have windows to allow natural ventilation and light. The proposal will provide two self-contained residential units for two-persons with significant garden space. The rear garden will be available to both occupants. This development improves the number and choice of housing for people in the district, which is supported by the Council.

Both units achieve the necessary floor area to comply with the required space standards. There are no extension or external works proposed. The main works are internal and include the installation of a kitchen for Flat 2.

Two car parking spaces are proposed; one for each unit, and four cycle parking spaces are proposed and installed along the side elevation of the property.

Standard and Quality of Accommodation

Following the Prior Approval (ref. 224296PALHE), the existing house has been completely renovated; installing high-quality thermal and noise insulation.

- For the attic, a cold deck roof with a Celotex insulation board with a insulated plasterboard has been installed. For the extension roof a warm deck was installed with Celotex insulation.
- Rockwool RWA45 was used between internal walls and floors. A rubber noise insulation was used on top of the floorboards and followed by a commercial grade laminate. Soundbloc plasterboards were used on all ceilings and throughout the property as everything had new plasterboard and plastering.
- The whole property is rendered with a 100mm EWI insulation underneath for additional insulation.
- All doors and windows are new with double glazing throughout.

On this basis, the standard and quality of accommodation has been prepared for the sub-divided flats.

Planning Policy

National Planning Policy Framework (2021)

National planning guidance, which is a material planning consideration, is largely detailed within the National Planning Policy Framework (NPPF). For decision making, the NPPF advises that local planning authorities should look to approve sustainable development proposals that accord with an up-to-date development plan without delay.

Ealing Development Plan

The adopted development plan comprises:

- London Plan (2021);
- Core Strategy (2012);
- Development Management DPD (2013); and
- Policies Map (2013).

The site is not allocated for specific development, nor are there any planning designations that restricts development at the site.

Planning Considerations

Principle of Development

Increasing the housing stock is an important objective of the Council, and the NPPF encourages the identification of suitable locations and developable sites or broad locations for growth, in terms of housing. It also states that the priority should be previously developed land.

Policy GG4 of the London Plan (2021) refers to the need to increase housing supply to meet demand within London. Policy GG2 of the London Plan (2021) promotes the efficient use of existing stock and brownfield land. These policies are supported by policy D3 of the London Plan (2021) which aims to ensure that development proposals achieve the maximum intensity of use compatible with local context.

The proposal will provide one additional residential unit that would make a modest contribution towards both Borough specific and London-wide strategic housing targets. It is therefore considered that the proposed development would contribute towards achieving strategic policy objectives.

The property is already residential in use and the immediate area is primarily residential in context. It is therefore considered that the proposed intensification of the residential use of the site would be acceptable in principle in land use terms.

Impact on the Character of the Area

Policies D3 and D4 of the London Plan (2021) requires development to incorporate the highest quality materials and design appropriate to its context and have regard to the pattern of development of the area in terms of orientation, scale, proportion and massing.

Policies 7.4 and 7B of the Ealing Development Management Development Plan (2013) states that developments should 'complement their street sequence, building pattern, scale, materials and detailing' and 'achieve a high standard of amenity for users and adjacent uses'.

The application does not involve any extension or external alterations to the building. A single storey rear extension has already been approved via permitted development. Therefore, the concern of character impacts falls to the design of the cycle and bin storage. Given the sitting, size and scale of the cycle and bin stores, they would be acceptable additions to the host site and area.

There will be no amendments to the highway and access arrangements. Therefore, the proposal will not have an impact on neighbouring residents. Any changes would be internal to support the operation of the proposed use.

Impact on Neighbouring Amenity

Policy D3 of the London Plan (2021) requires that the design of development should deliver appropriate outlook, privacy and amenity. This is supported by policy D6 of the London Plan (2021), which explains the design of development should provide sufficient daylight and sunlight to new and surrounding housing.

The above objectives are supported by policies 7A and 7B of the Ealing Development Management Development Plan (2013) which provides that new development must achieve a high standard of amenity for users and for adjacent uses.

The proposed development will follow similar occupancy levels across the two flats. The planned development is expected to remain the same and no result in any potential impact to neighbouring amenity. Externally, the size and scale of the cycle and bin stores there would be no harmful impact to the loss of light and outlook by the conversion.

Quality of Accommodation

Policy D6 of the London Plan (2021) and Policy 3.5 of the Ealing Development Management DPD (2013) require that housing developments should be of the highest quality internally and externally.

Residential proposals should accord with the London Plan (2021) standards on internal space, layout, and proportion of wheelchair adaptable units e.g. Flat 1.

The proposed units are the following sizes:

- Flat 1 – 68 sqm
- Flat 2 – 74 sqm

Against nationally described space standards, to which this proposed development complies with, both two-bedroom units comply with the following:

- Flat 1 meets the required space standards for two-bed, three person units across a single storey; and
- Flat 2 meets the required space standards for a two-bed, three person unit across two-storeys.

A minimum of 5 sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sqm should be provided for each additional occupant. The rear garden has been split and will be available to both units, separately (69 sqm and 93 sqm respectively), which complies with Council policy. The gardens will be fit for purpose, genuinely private, screened from roads and not permanently overshadowed.

As explained in the proposal section, internal alterations/insulations have been installed to improve the performance of the property regardless of the proposed conversion. The proposed conversion has not been implemented, but the internals have been significantly improved to support the conversion if planning is granted. The proposed residential units would benefit from good living conditions in line with London Plan and local policy.

Transport and Access

The site is in sustainable location, with a PTAL rating of 3 (moderate) and a site-specific location of being within a 10-minute walk from Sudbury Hill and Greenford Underground Stations, with services to Heathrow Airport and Central London (Piccadilly and Central Lines), and Sudbury Hill Harrow Station with services to London Marylebone (via Wembley) and Gerrards Cross (via South and West Ruislip).

Policy T4 of the London Plan (2021) states that development proposals should ensure that development should not adversely affect the safety or capacity of the transport network.

The proposed development seeks an uplift of one residential unit. Given the modest uplift of one unit, it is not considered that the development would give rise to detrimental increased pressure upon on-street car parking or worsen traffic or congestion. The proposal includes two parking spaces; one for each unit. This complies with the London Plan parking standards (up to 0.25 spaces per dwelling). Cycle parking standards identify a minimum of four spaces for the two units (2 spaces for 2+ bedrooms).

Refuse

Policy SI 7 of the London Plan (2021) requires the provision of suitable waste and recycling storage facilities in all new developments. The proposed conversion will following the Council's guidance on waste management, and using the set formula approximately 1600 litres of waste would be created by the proposed development, and one 1,100l refuse bin and 1,100l recycling bin (both wheeled) will be required at the site, although space for six bins are proposed and shown on the supporting Block Plan. The proposed waste disposal area would be sufficient to accommodate this capacity.

The proposed waste disposal area would be located along the side elevation of the property which would be practical on collection days and would be in keeping with the current arrangement of bins in the street. This is considered to be an acceptable arrangement for convenience to future occupiers and refuse collectors.

Conclusion

The proposal offers additional accommodation that supports the Council's housing strategy, and requires internal alterations to be operational. The proposed units are both of good sizes that meet nationally described space standard; have good natural lighting and ventilation; and located in an area with good transport facilities. No external alterations are proposed so the character and appearance of the building has been maintained. On this basis, we respectfully request that the Council supports this application.