



MEK Town Planning and Design
Consultants Ltd

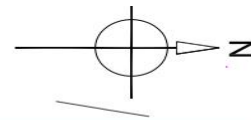
Mr Moses Ekole
14 Clive House, Haddo Street,
SE10 9RH
Tel: +44 7506208449
<https://www.mektownplanningconsultants.co.uk>
mosesekole@gmail.com

PLANNING STATEMENT

For

Subdivision of existing house to create a one-bedroom dwelling house with associated car parking space, bicycle parking space, refuse bin and recycling facilities and private rear garden space. Roof extension with 1 x rear dormer window and 1 x front roof light to the roof of the new dwelling unit, and 2 x rear dormer windows and 3 x front rooflights on the roof of the retained existing dwelling unit. Installation of a new door and a window to front elevation to provide a separate access to the new one-bedroom unit. Installation of a timber fence of 1.9m to subdivide the rear garden.

Site: 7 Groveside Close, West Action, London, W3 0DX.



Date: 4th December 2023
Our Ref: 7GS/W30DX/1



MEK Town Planning and Design
Consultants Ltd

Mr Moses Ekole
14 Clive House, Haddo Street,
SE10 9RH
Tel: +44 7506208449
<https://www.mektownplanningconsultants.co.uk>
mosesekole@gmail.com

CONTENTS

- 1.0. Introduction.
 - 2.0. Description of the Site.
 - 3.0. Description of the Proposal.
 - 4.0. Relevant Planning History.
 - 5.0. Relevant Planning Policy.
 - 6.0. Issues and Considerations - Planning Assessment.
 - 7.0. Summary and Conclusion.
-

1.0. INTRODUCTION

- 1.1. This planning statement is submitted to the London Borough of Ealing in support of the proposal to subdivide the existing property no.7 Groveside Close to create a new dwelling house with associated parking, bin storage, cycle parking area and rear garden private amenity space. The site address is 7 Groveside Close, West Action, London, W3 0DX.
- 1.2. This document sets out the site, proposed development, planning history, relevant planning policy, issues and considerations, summary, and conclusion.

2.0. DESCRIPTION OF THE SITE.

- 2.1. The application property is a two-storey detached dwelling house, located on the northern side of the cul-de-sac. The property is substantial in size and scale - occupying a large plot with an integral garage. The surrounding area is broadly residential in character however the site is adjoined by some industrial business park rear.



MEK Town Planning and Design
Consultants Ltd

Mr Moses Ekole
14 Clive House, Haddo Street,
SE10 9RH
Tel: +44 7506208449
<https://www.mektownplanningconsultants.co.uk>
mosesekole@gmail.com

- 2.2. The application site is located within the West Acton (Zone Z) Controlled Parking Zone (CPZ), operating Monday to Friday between 10am-11am and 2pm-3pm. The site is not a listed building nor in a conservation area.



- 2.3. The Public Transport Accessible Level (PTAL) of the site is rate 2 (Poor).

3.0. DESCRIPTION OF THE PROPOSAL.

- 3.1. Subdivision of existing house to create a one-bedroom dwelling house with associated car parking space, bicycle parking space, refuse bin and recycling facilities and private rear garden space. Roof extension with 1 x rear dormer window and 1 x front roof light to the roof of the new dwelling unit, and 2 x rear dormer windows and 3 x front rooflights on the roof of the retained existing dwelling unit. Installation of a new door and a window to front elevation to provide a separate access to the new one-bedroom unit. Installation of a timber fence of 1.9m to subdivide the rear garden.



MEK Town Planning and Design
Consultants Ltd

Mr Moses Ekole
14 Clive House, Haddo Street,
SE10 9RH
Tel: +44 7506208449
<https://www.mektownplanningconsultants.co.uk>
mosesekole@gmail.com

3.2. Design of Layout of the proposed new dwelling -7A Groveside Close

- Gross Internal Area (GIA) is 66m²
- Ground floor level: Living Room 12m² and Kitchen 10m²
- First floor level: Study Room 8m².
- Loft floor level: 1 x bedroom m² and storage/wardrobe.
- 1 x car parking space to front driveway.
- 3 x bin storage and recycling facilities to front driveway.
- 1 x bicycle parking space – located to the side.
- 1 x rear dormer window and 1 x front rooflight to facilitate a loft conversion.
- Rear garden private amenity space 40m²
- Middle boundary timber fence of 1.9m in height.

3.3. Design of Layout of the retained dwelling 7 Groveside Close

- Gross Internal Area (GIA) is 160m²
- This will be a 7-bedroom dwelling house.
- All bedrooms comply with room standards – shown on ground, first and loft level.
- Construction of 2 x rear dormer windows to facilitate a loft conversion.
- Installation of 3 x rooflights.
- Private rear garden area would be 88m²
- 2 x car parking space to front driveway.
- 3 x bin storage and recycling facilities to front driveway.
- 3 x bicycle parking space – located to the side and front.

4.0. RELEVANT PLANNING HISTORY

- P/2002/0120 | Single storey rear extension and two storey side extension to house. Granted with Conditions 10 May 2002.

5.0. PLANNING POLICY

5.1. National Planning Policy Framework, (NPPF) July 2021.



MEK Town Planning and Design
Consultants Ltd

Mr Moses Ekole

14 Clive House, Haddo Street,
SE10 9RH

Tel: +44 7506208449

<https://www.mektownplanningconsultants.co.uk>

mosesekole@gmail.com

5.1.1. The NPPF states that 'good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

5.2. London Plan Adopted March 2021.

5.2.1. The Mayor's London Plan 2021 The new London Plan which sets out the mayor's overarching strategic planning framework for the next 20 to 25 years was adopted on the 2nd March 2021 and supersedes the previous Plan. The relevant policies to this case are listed below:

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking

5.3. Ealing Council Local Plan.

5.3.1. Adopted Core Strategy (2012).

5.3.2. Adopted Ealing Development Management DPD (2013).



MEK Town Planning and Design
Consultants Ltd

Mr Moses Ekole
14 Clive House, Haddo Street,
SE10 9RH
Tel: +44 7506208449
<https://www.mektownplanningconsultants.co.uk>
mosesekole@gmail.com

- 3.4 Optimising Housing Potential
- 3.5 Quality and design of housing developments
- 6.13 Parking
- 7A Operational Amenity
- 7.3 Designing Out Crime
- 7.4 Local character
- 7B Design amenity

6.0. ISSUES AND CONSIDERATIONS -PLANNING ASSESSMENT

- Principle of Residential Development.
- Density/Quality of Residential Accommodation.
- Design Impact on Character and Appearance.
- Impact on Living Conditions for Neighbouring Properties.
- Transport and Highways Impact of the Development.
- Refuse Storage and Recycling.

6.1. The Principle of Residential Development

- 6.2. Planning permission is sought to subdivide the existing single dwelling house to create a new 1-bedroom dwelling house. The proposal includes a loft conversion with a rear dormer window and front roof lights. The principle of residential development in this case is considered acceptable because it meets the requirements of housing related policies for Ealing Council.
- 6.3. Increasing the current housing stock is an important strategic objective for the London Borough of Ealing. Policy H1 of The London Plan (2021) aims to optimise the potential for housing delivery on all suitable and available brownfield sites especially in areas with PTAL levels of between 3-6 or within 800m of a station. This is supported by London Plan policy D3 which aims to make the best use of land by following a design led approach that optimises the capacity of sites.
- 6.4. Section 11 of the National Planning Policy Framework ('Making Effective Use of Land') encourages as much use as possible of previously developed land and vacant buildings as well as optimising the use of land to meet as much of the identified need for housing as possible.



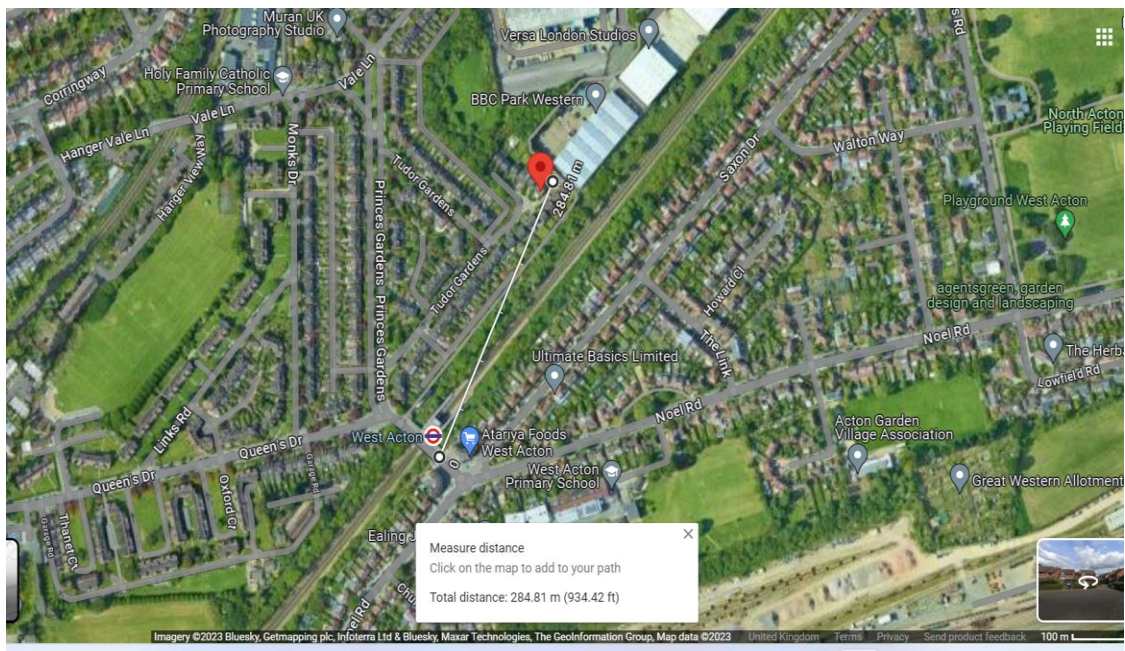
MEK Town Planning and Design
Consultants Ltd

Mr Moses Ekole
14 Clive House, Haddo Street,
SE10 9RH
Tel: +44 7506208449
<https://www.mektownplanningconsultants.co.uk>
mosesekole@gmail.com

6.5. The proposed new residential unit would make a contribution to meeting housing capacity as sought by policy H1 of the London Plan. In addition, a family sized dwelling unit of 6 x bedrooms would be retained on site after the proposed subdivision. In that context, the proposal would add an additional dwelling within the site and within a mainly residential area and that would be acceptable in principle, subject to it complying with other relevant London Plan (2021) policies, Ealing Development Management DPD policies, Local Development Framework - Adopted Core Strategy policies and supplementary planning documents with regard to any other planning considerations.

6.6. Density and Quality of Residential Accommodation.

6.7. The application property is located in an area which has a Public Transport Accessibility Level (PTAL) rating of 2 (poor); however, West Acton Underground Station is located some 280m away from the site – which is less 800m required by Policy H1 of The London Plan (2021).



6.8. The site can be said to be located within a suburban area as defined by the London Plan (2023). Policy 3.4 of the Ealing Development Management Development Plan states that 'Appropriate density ranges in Ealing will normally be: Central in Ealing Metropolitan Town Centre, Urban in Acton, Greenford, Hanwell and Southall Town Centres and Suburban in the rest of the Borough'. The London Plan indicates that on



MEK Town Planning and Design
Consultants Ltd

Mr Moses Ekole

14 Clive House, Haddo Street,
SE10 9RH

Tel: +44 7506208449

<https://www.mektownplanningconsultants.co.uk>

mosesekole@gmail.com

suburban sites of 3.8-4.6 or more hr/unit and with a PTAL of 2-3, the acceptable density range would be 35-65 u/ha and 150-250 hr/ha. The proposal would fall within the recommended number of units per hectare and would also be above the recommended number of habitable rooms per hectare which would comply with the London Plan standards.

- 6.9. In terms of the quality of residential accommodation, Policy D6 of the London Plan (2021) and the DCLG 'Technical Housing Standards (March 2015) set out the minimum gross internal floor space required for different sizes/occupancy levels of residential units.
- 6.10. New Dwelling Unit: The proposed new dwelling would a 1 x bedroom unit and would have a Gross Internal Area of 66m², which meets the requirements for 1 x bed, 2 x persons over two-storey dwelling units and would include appropriate storage space. The unit would have a bedroom at loft level and this bedroom would be 12m². The design of the layout shows that there would be sufficient amount of light and sunlight including outlook to and from all habitable areas.
- 6.11. The new unit would have a useable private rear garden space which would measure 42m². The rear garden would be enclosed by a timber fence of 1.9m at all boundaries which would ensure the privacy of any future occupants of this unit.
- 6.12. Existing Residential Unit: The proposal would ensure a family residential unit would be retained following subdivision to create a new unit. The retained family unit would have 6 x bedrooms - which meets all the required room sizes. The Gross Internal Area for this retained unit would be 160m², which meets the requirements for a 6-x bed, 8 x persons unit over three storey dwellings.
- 6.13. The retained residential unit would have a useable private rear garden space which would measure 88m². The rear garden would be enclosed by a timber fence of 1.9m at all boundaries which would ensure the privacy of any future occupants of this unit.
- 6.14. On that basis, the proposed new dwelling and the retained existing dwelling after the subdivision, would be of appropriate density and would provide high quality units of residential accommodations of acceptable standard for future occupants. The provision of outdoor amenity space in terms of rear gardens for the new unit and the retained family unit would be adequate. The development would therefore comply with Policy D6 of the London Plan 2021, and Policy 7D of the adopted Development Management Development Plan Document (2013).



MEK Town Planning and Design
Consultants Ltd

Mr Moses Ekole

14 Clive House, Haddo Street,
SE10 9RH

Tel: +44 7506208449

<https://www.mektownplanningconsultants.co.uk>

mosesekole@gmail.com

6.15. Design impact on the character and appearance

- 6.16. The main thrust of the London Plan housing related policies is to ensure development should optimise housing output for the different types of location, whilst taking into account the local context, design and transport capacity as such, density is not the only determining factor as to whether a development is acceptable. The potential for additional residential development is better considered in the context of its bulk, scale, design, sustainability, amenity and the desirability of protecting and enhancing the character of the area and the relationship with neighbouring sites and retained development on this and neighbouring sites. These matters are discussed in detail in the remainder of this assessment.
- 6.17. The NPPF indicates that planning policies and decisions should not attempt to impose architectural styles or particular tastes and should not stifle innovation or originality through unsubstantiated requirements to conform to certain development forms or styles; however, it is proper to seek to promote or reinforce local distinctiveness. Section 5 of the National Planning Policy Framework (NPPF) notes that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, it also emphasises the desirability of maintaining an area's prevailing character and setting.
- 6.18. Policy D3 of the London Plan 2021 indicates housing developments should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions. This is reinforced by policies 7.4 and 7B of the Ealing Development Management DPD (2013) which state that developments should 'complement their street sequence, building pattern, scale, materials and detailing', should have high quality architecture and should achieve a high standard of amenity for users and adjacent uses.
- 6.19. The proposed development would include the construction of dormer windows on the rear of both the retained existing dwelling at 7 Groveside Close and the new dwelling at 7A Groveside Close. Some roof lights would also be introduced to the front roof slopes of these units, and a new door would be introduced to provide access to the new unit. Timber fencing of 1.9m in height would be introduced to subdivide the rear garden of the existing and proposed unit. Bin storage facilities, cycle and car parking would be provided to the front driveways of both units.



MEK Town Planning and Design
Consultants Ltd

Mr Moses Ekole

14 Clive House, Haddo Street,
SE10 9RH

Tel: +44 7506208449

<https://www.mektownplanningconsultants.co.uk>

mosesekole@gmail.com

- 6.20. It is considered that, the proposals as a whole including those physical alterations to both existing and proposed new unit would be of high-quality design, using matching and complementary materials that complete the host building and its surrounding context. The proposals have therefore been designed to reflect and respond to their context, and would therefore have an acceptable impact on the character and appearance of the host building, group of buildings, street scape, roofscape, and surrounding townscape, and would therefore comply with the development plan policies for Ealing Council on those grounds.
- 6.21. Impact on living conditions for neighbouring properties.**
- 6.22. The proposed scheme needs to be assessed in terms of any impacts on the amenity of both nearby residential properties and future occupiers within the development itself, by ensuring good levels of daylight/sunlight, visual outlook and privacy, as required by Policy 7B of the Ealing Development Management Development Plan Document (2013) and London Plan Policy D6.
- 6.23. Policy 7B states that "new development must achieve a high standard of amenity for adjacent users by ensuring high quality architecture, good levels of daylight and sunlight, good levels of privacy, coherent development of the site, appropriate levels of development on site, positive visual impact, and legibility and accessibility.
- 6.24. The proposed development has carefully been designed to ensure no harm would be caused to future occupants of the new dwelling and existing dwelling. The rear garden private amenity spaces would be enclosed with a timber fence of about 1.9m in height at all boundaries. The dormer windows would overlook the rear business park and the issues of harm to the amenity would not arise from that relationship. It is therefore considered that the proposed development would not have unacceptable adverse impacts on the amenity of adjoining properties and the proposal therefore complies with London Plan (2021) policy D6 and Ealing's Adopted DPD (2013) policies 7A and 7B in this respect.



MEK Town Planning and Design
Consultants Ltd

Mr Moses Ekole
14 Clive House, Haddo Street,
SE10 9RH
Tel: +44 7506208449
<https://www.mektownplanningconsultants.co.uk>
mosesekole@gmail.com

6.25. Transport and highways impact of the development.

- 6.26. Policy T6.1 of the London Plan (2021) requires that new residential development should not exceed the maximum parking standards set out in Table 10.3. Policy T6 indicates that car-free development should be the starting point for all development proposals in places well-connected by public transport.
- 6.27. Proximity to public transport is low, with a PTAL rating of 2, and whilst the site is within a CPZ, it benefits from underground train stations which are located about 270m away. The London Plan standard for houses with three bedrooms and above with a PTAL of 2 is a maximum of 1 space per dwelling. In this context, the new one-bedroom dwelling would have one-car parking spaces which would be located on the front driveway; and the retained existing dwelling of 6 x bedrooms would have 2 x car parking spaces which would be located on the front driveway. The proposal would therefore comply with the maximum parking standards required by the London Plan.
- 6.28. In terms of cycle parking, Table T5 of the London Plan (2021) requires cycle parking at least in accordance with minimum standards set out in Table 10.2. This requires 1 space per 1 person/1 bedroom dwelling, 1.5 spaces per 2 person/1 bedroom dwelling and 2 spaces for all other dwellings. The proposed development would be a 1 x bedroom unit and would provide 1 x bicycle parking spaces for future occupants. The retained existing unit would be 6 x bedroom unit and 3 x bicycle parking spaces would be provided. In this context, the development would make adequate provision for cycle parking spaces for both units and would therefore comply with Policy T5. It would therefore be acceptable in terms of transport and highways and would be consistent with section 9 of the National Planning Policy Framework (2019), and policies T4, T5 and T6 of The London Plan (2021).



MEK Town Planning and Design
Consultants Ltd

Mr Moses Ekole
14 Clive House, Haddo Street,
SE10 9RH
Tel: +44 7506208449
<https://www.mektownplanningconsultants.co.uk>
mosesekole@gmail.com

6.29. Refuse and Recycling Storage

6.30. Policy SI 7 of the London Plan (2021) requires the design of developments to include adequate, flexible, and easily accessible storage space and collection systems. The site has existing external waste management facilities which serve the existing dwelling house which would be retained. Three additional refuse facilities would be provided to serve the proposed new dwelling unit – these are considered adequate. However, there is opportunity to provide additional external refuse storage and recycling facilities within the site in accessible location for refuse collectors and if required, the applicant is happy for these to be secured by a condition. On this basis, the development would be acceptable in terms of London Plan policy SI 7.

7.0. SUMMARY AND CONCLUSION

- 7.1. In summary: From the foregoing assessment, it has been demonstrated that, the proposed development would be acceptable at this location in principle because the application site and the host building is substantial, and in addition, a new residential unit in this locality would be comfortable with the residential character of the site and surrounding area. The design of external elements of the development would respond to their context in terms of form, materials, and siting. The principle of development is acceptable on this site and area on those grounds, and all the other material considerations have satisfactorily been addressed as demonstrated within the body of this document.
- 7.2. In conclusion, the proposed development would not have unacceptable impacts on adjoining properties, and would comply with relevant policies of the London Plan (2021), the Ealing Development Management DPD (2013), relevant supplementary guidance, and other material considerations. The proposed rear roof extension with dormer windows would harmonise with the surrounding roofscape and townscape where similar roof additions are plenty. The proposed new dwelling would be



MEK Town Planning and Design
Consultants Ltd

Mr Moses Ekole

14 Clive House, Haddo Street,
SE10 9RH

Tel: +44 7506208449

<https://www.mektownplanningconsultants.co.uk>

mosesekole@gmail.com

acceptable within the street scene and similar to others approved in this street. In accordance with the above assessment, it is considered that, planning permission should be granted for the proposed development as a whole because it complies with the development plan policies for Ealing Council on those grounds.