



# Appeal Decision

Site Visit made on 11 May 2021

**by R E Jones BSc (Hons) DipTP MRTPI**

**an Inspector appointed by the Secretary of State**

**Decision date: 4 June 2021**

**Appeal Ref: APP/F5540/W/21/3267911**

**Unit 8, Concord House, 61 High Street, Brentford TW8 0AH**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Grovepoint Properties Limited against the decision of London Borough of Hounslow.
- The application Ref 00607/61/P18, dated 12 November 2020, was refused by notice dated 6 January 2021.
- The development proposed is conversion of an existing 2-bedroom, 4-person flat (unit 8) to 2x 1-bedroom, 1-person flats.

## Decision

1. The appeal is allowed, and planning permission is granted for the conversion of an existing 2-bedroom, 4-person flat (unit 8) to 2x 1-bedroom, 1-person flats at Unit 8, Concord House, 61 High Street, Brentford TW8 0AH in accordance with the terms of the application, Ref 00607/61/P18, dated 12 November 2020, subject to the conditions in the attached schedule.

## Main Issues

2. The main issues in this appeal are: (i) whether or not satisfactory living conditions would be created for future occupiers, with particular reference to daylight and outlook; and (ii) whether adequate cycle parking could be provided.

## Reasons

### *Living conditions*

3. The appeal site comprises a first floor, two bedroom flat within a three storey apartment building. The flat has a dual aspect with large windows facing north onto High Street and an area of trees and open space beyond, while windows in the flat's south elevation face the development's external parking area and road at the rear.
4. Policy SC5 of the Council's Local Plan<sup>1</sup>, amongst other things, requires developments to be of the highest quality internally and externally, and to meet the demands of everyday life for the intended occupants. More detailed guidance is provided in the Mayor of London's Housing Design Quality and Standards Supplementary Planning Guidance (SPD). It states that new dwellings should be dual aspect, unless there are exceptional circumstances that justify the inclusion of single aspect homes. Subject to those circumstances, proposals would also be required to demonstrate how good

<sup>1</sup> London Borough of Hounslow Local Plan 2015-2030, Volume 1, adopted 15<sup>th</sup> September 2015

levels of ventilation, daylight and thermal comfort will be provided to each habitable room and kitchen (C5.2.1 and C5.2.2 refer).

5. The proposed subdivision of the flat would result in both units having a single aspect facing north and south respectively. Judging from the drawings submitted, the conversion of the appeal site into two dual aspect units would likely result in internal alterations that would necessitate modifications to windows on the south and north elevations. This could result in unsympathetic changes to the external appearance of the building. On this basis, there could be circumstances in this case that would likely hinder the provision of dual aspect homes.
6. The Daylight and Sunlight Report (dated 22 January 2021), submitted with the appeal, has found that all the rooms relating to the proposal meet or surpass the BRE Average Daylight Factor targets. The Council has not challenged any of the findings in the report, therefore in the absence of any detailed information to the contrary I find insufficient evidence to discount its accuracy.
7. The bedroom, kitchen and living area relating to the proposed north facing flat would be served by a wide area of glazing divided by four window casements. During my morning site visit, I noted that these windows allowed large amounts of light to enter the flat, and I found the internal space to be neither dark, cold or gloomy.
8. The proposed flat facing south would have a similar large glazed area serving the kitchen and living area. The south facing aspect would allow good levels of daylight to enter the proposed flat throughout the day, whilst the orientation of the windows would capture direct sunlight ensuring that the rooms would be bright and naturally well lit. The proposed bedroom window would be smaller but would also be oriented south in a similar manner to the larger window serving the other rooms. Therefore, the proposed flats would receive a good standard of daylight that would result in acceptable living conditions for future occupants.
9. The large window openings that would serve both flats would provide future occupiers with expansive views towards the road and green space in the case of the north facing flat, and the development's car park in relation to the unit facing south. Neither, of the proposed units would be unnecessarily constrained or enclosed by neighbouring buildings, and during my site visit it was clear that the outlook from within the units would likely be typical to that experienced by residential dwellers in an urban area. Accordingly, the outlook of future occupiers would not be unacceptably harmed.
10. The proposed units would also be well ventilated given that the window casements can be opened to allow air to circulate through the internal living spaces.
11. Therefore, in conclusion, the proposed development would result in satisfactory living conditions being created for future occupiers, with particular reference to daylight and outlook. It would accord with the provisions of Policy SC5 of the Local Plan, the relevant aspects of which I have referred to above. It would also comply with the guidance in the SPD in relation to single aspect homes (C5.2.1 and C5.2.2 refers).

### *Cycle Parking*

12. The proposal does not include any details of secure cycle parking facilities, although the appellant refers to there being sufficient space for the additional cycle parking required at the ground floor of the appeal building. There are no drawings showing the existing cycle storage area, therefore, I am unable to determine whether the additional cycle parking spaces generated by the proposal would be catered for.
13. Notwithstanding this, and in the event that the ground floor cycle parking area is at capacity, I noted that there is suitable space at the building's side, front and rear for a modest storage compound that would cater for the small number of additional cycle parking spaces required. These details will be secured by a suitably worded condition. Therefore, I am satisfied that adequate cycle parking could be provided for the proposal to meet the requirements of Policy 6.3 of the London Plan.

### **Other Matters**

14. There are third party concerns in relation to the over-intensification of the building. However, the proposed flats would meet the national space standards, while the addition of one further unit within the building would be unlikely to overwhelm its capacity. In terms of noise, the proposal would be unlikely to generate any significant noise impacts beyond those already occurring within the building.

### **Conditions**

15. I have had regard to the Council's suggested conditions, amending them where necessary for clarity and to ensure compliance with the tests set out in paragraph 55 of the Framework.
16. I have imposed a standard condition relating to a time limit for the commencement of development. A schedule of plans condition is also included in the interests of certainty.
17. A condition requesting details of secure cycle parking before the occupation of the development is necessary to ensure that alternative modes of transport such as bicycles can be effectively stored at the site.
18. I have imposed the Council's suggested condition that would prevent future occupiers from obtaining parking permits within controlled parking zones. This would be necessary in the interests of highway safety.

### **Conclusion**

19. For the above reasons, and having regard to all other matters raised, I conclude that the appeal should be allowed subject to the conditions in the attached schedule.

*RE Jones*

INSPECTOR

### **Schedule of Conditions**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
2. The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and drawing numbers: 1884-01; 8447-BOW-A1-01-DR-A-2000 and 8447-BOW-A1-01-DR-A-2100.
3. No part of the development shall be occupied until details showing the provision at the site of secure parking facilities for bicycles in accordance with the London Plan, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the bicycle parking facilities have been implemented in accordance with the approved scheme. These facilities shall thereafter be kept available for the parking of bicycles in association with the development at all times.
4. No resident of the development shall obtain a resident's parking permit within any controlled parking zone which may be in force in the area at any time. The developer or any successor in title shall ensure that this condition is brought to the attention of any prospective tenant or prospective purchaser prior to entering into any lease, tenancy or contract of sale.

**\*\*\*End of Schedule\*\*\***