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**DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF NEW 2
STOREY BUILDING CONTAINING 3 DWELLINGS, PARKING AND
ASSOCIATED FACILITIES
AT
LAND TO THE REAR OF 78 HIGH STREET, NORTHWOOD HA6 1BJ**

**PLANNING, DESIGN AND ACCESS STATEMENT IN SUPPORT OF
APPLICATION
APRIL 2021**



Introduction

- 1.1 This planning statement has been prepared in support of a planning application for the demolition of existing buildings to the rear of 78 High Street, Northwood, that is currently used for storage, and their replacement with a two storey building to accommodate 3 dwellings: one maisonette style dwelling, one x one bed flat and one x studio flat. It is also proposed to provide 2 parking spaces, appropriate waste provision and storage for 4 bicycle spaces for the proposed dwellings. Appropriate and usable amenity areas are proposed to be provided in the form of roof top gardens on the new building.
- 1.2 No.78 is located on the east side of the High Street in a short parade of local shops and other commercial establishments. It comprises a semi-detached two storey building to the front with single storey rear additions and a service yard area at the rear. There is side access for vehicles and pedestrians to the rear. At the front is an existing shop – “Pat a Cake” on the ground floor with residential above. Storage and ancillary facilities to the shop are provided in

the rear buildings. Not all the storage space is required in the rear buildings hence the proposal to redevelop part of this unneeded space for dwellings. The proposal would retain the shop and the residential above with some ancillary storage and staff facilities for the shop in the remaining part of the rear buildings.

1.3 The documents submitted with the application are:

- This Planning, Design and Access Statement
- FLU.1441.2.01.REV.C – Location Plan; Proposed and Existing Site Layouts
- FLU.1441.2.02.REV.A – Existing Floor Plans
- FLU.1441.2.03 – Existing Elevations
- FLU.1441.2.04.REV.B – Proposed Ground Floor Plan
- FLU.1441.2.05.REV.B – Proposed First Floor and Roof Plans
- FLU.1441.2.06.REV.B – Proposed Elevations
- FLU.1441.2.07. REV.B – Proposed Side Elevation

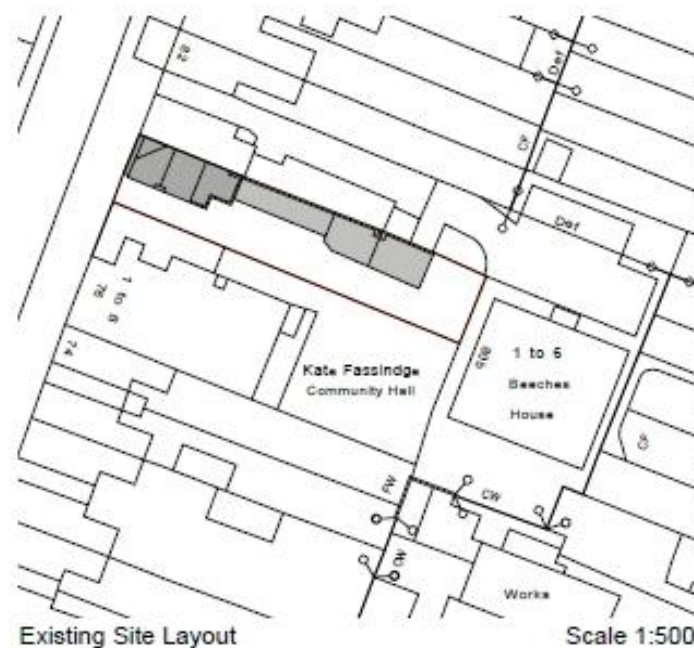
1.4 It is considered that the innovative design of this proposed building makes effective use of previously developed land that provides an acceptable layout and level of accommodation and amenity for prospective occupiers within the built up area.

1.5 Neither would the development have any detrimental effect on the character and appearance of the area that includes the Area of Special Local Character in which it is situated. Nor would it have an unacceptable detrimental impact on the amenity of neighbouring occupiers. The site is on good public transport routes and within easy walking of shops and other amenities. It would promote sustainable travel patterns whilst appropriate vehicle parking and bicycle provision to relevant standards would also be provided. Finally, appropriate provision would be provided for domestic waste.

- 1.6 Land use planning policies emphasise the desirability of achieving sustainable development. The considered view is that the proposal amounts to sustainable, acceptable development that accords with relevant national and local planning policies. It should therefore be granted planning permission. It is hoped the Council will agree and grant planning permission for the proposal.

2 Site Location and Surroundings

- 2.1 The application site comprises part of the rear of 78 High Street Northwood. There are single storey buildings that are currently in use as ancillary storage in connection with a shop known as “Pat – a – Cake” on the front. This part of the site and the yard area fronting it can be accessed by both pedestrian and vehicles from the High Street through a shared access to the side.

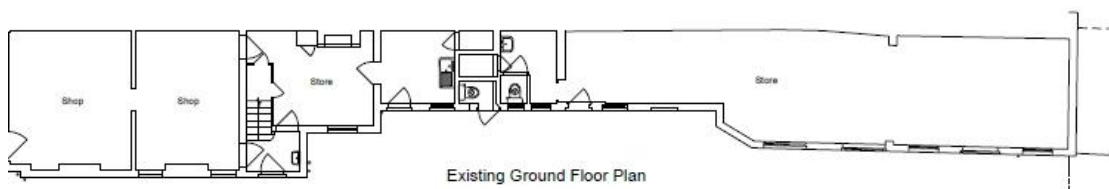




View of Rear Yard Area



Existing Side Elevation

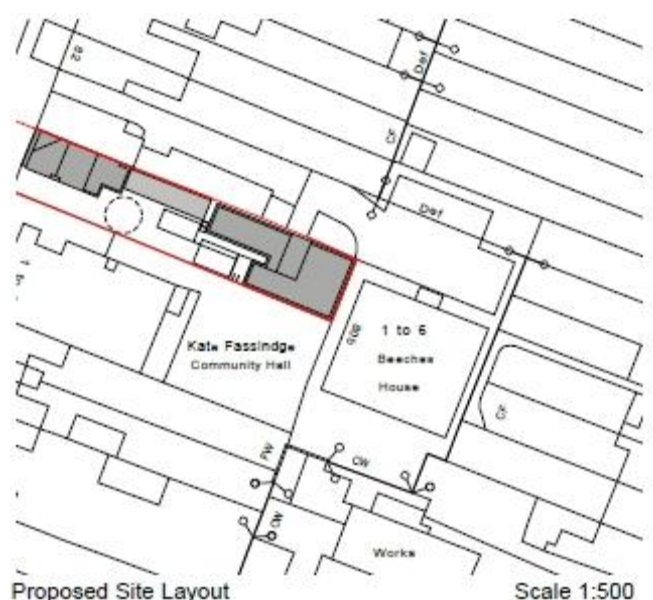


Existing Ground Floor Plan

2.2 No.78 High Street is part of semi-detached two storey building on the front that comprises the shop on the ground floor with residential above and single storey buildings to the rear. It is located in a small local parade of shops and other commercial establishments with residential dwellings on the opposite side of the High Street. Immediately to the south of the application site is the recently constructed community building known as the Kate Fassnidge Community Hall with parking to the rear. The area comprises a mixture of residential and commercial development, typical of a neighbourhood centre location in this part of suburban London. The site is located in a designated Area of Special Local Character.

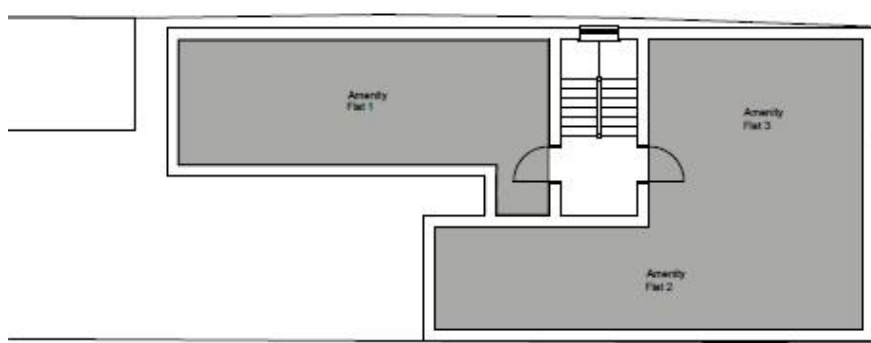
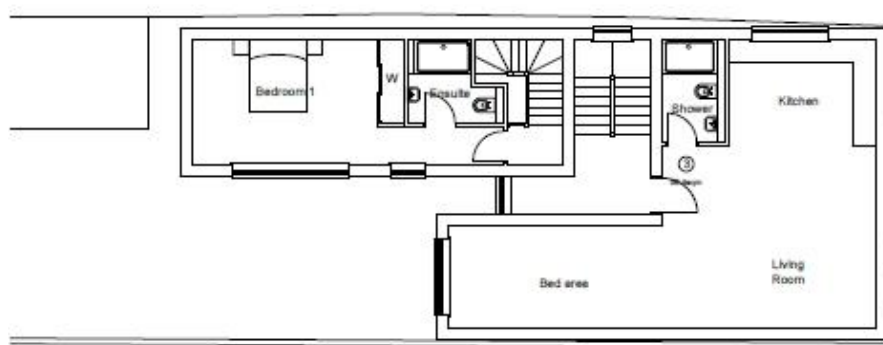
3 Description of Proposed Development

3.1 It is proposed to demolish the two, rear most buildings and erect a detached two storey rectangular, modern style building to accommodate 3 dwellings. The buildings to be demolished are unremarkable, utilitarian buildings that do not contribute to the Area of Special Local Character.



3.2 The proposed dwellings would comprise a one bedroom maisonette with a living room/kitchen on the ground floor with a bedroom on the first floor (flat

1), a one bedroom flat with shared kitchen/living room on the ground floor (flat 2), and a studio apartment on the first floor (flat 3). It is also proposed to provide roof top amenity space for the proposed dwellings in the form of separate amenity space for flat 1 and a shared amenity space for flats 2 and 3. Proposed finishing materials could be agreed by condition to ensure that they would be compatible with the surrounding area. Extracts from the submitted plans showing the layout are shown below.





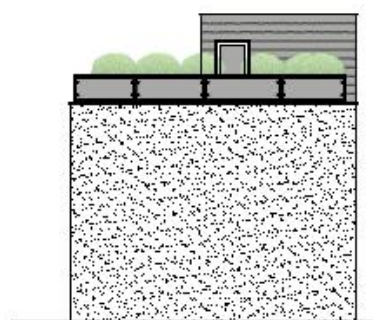
Proposed Side Elevation Part 1



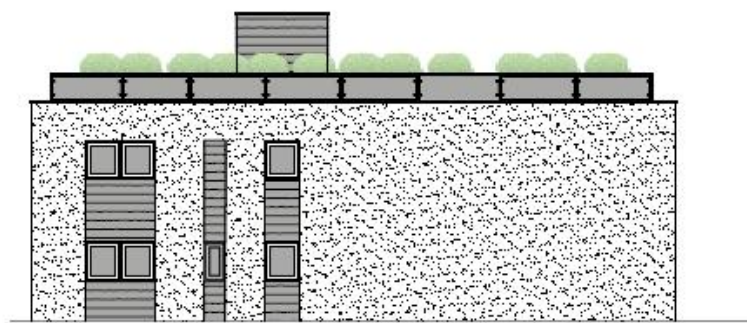
Proposed Side Elevation Part 2



Proposed Front Elevation



Proposed Rear Elevation



Proposed Side Elevation

- 3.3 It is also proposed to provide 2 parking spaces and bicycle provision for 4 cycle spaces. Also proposed to be provided is a parking turn table that will allow vehicles to egress the site in forward gear. Finally appropriate provision for waste will also be provided as shown on the proposed ground floor plan FLU.1441.2.04 REV.B.

4 Relevant Planning History

- 4.1 There is no relevant planning history.

5 Planning Policy

- 5.1 According to planning law, planning applications have to be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The adopted development plan comprises the Hillingdon Local Plan Part 1 – Strategic Policies (Adopted November 2012), Hillingdon Local Plan Part 2 – Development Management Policies (Adopted January 2020) and the London Plan (adopted March 2021). Relevant policies will be considered against the issues that arise as identified below.
- 5.2 A material consideration is the National Planning Policy Framework (NPPF) 2019. The NPPF states that purpose of the planning system is to contribute to achievement of sustainable development. Three overarching objectives, economic, social and environmental, are endemic to this goal that are interdependent and need to be pursued in mutually supportive ways (para. 8). It is made clear that they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions whilst taking into account local circumstances, so as to reflect the character, needs and opportunities of each area (para.9).

5.3 At the heart of the NPPF is a presumption in favour of sustainable development (para.10). For decision taking this means approving proposals without delay that accord with an up to date development plan (para.11 (c)); or

(d) where there are no development plan policies or the most relevant policies for determining an application are out of date (such as in a situation where there is a lack of a 5 year land supply – see footnote 7)), granting permission unless:

(i) policies in the NPPF that protect areas or assets of importance that provide clear reason for refusing the development proposed; or

(ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

5.4 Again relevant policies from the NPPF will be considered against the issues set out below.

6 Planning Issues

6.1 The following issues are considered relevant in the consideration of this application:

a) Whether the development is acceptable in principle

b) Impact on character and appearance of the area;

c) Impact on neighbouring amenity;

d) Quality of the proposed accommodation;

e) Parking and cycling provision

f) Waste provision

Each issue is considered in turn below:

a) Whether the development is acceptable in principle

Applicable Planning Policy Context

6.2 Assessing the policy framework first, the NPPF states at para.59 to support the Government objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed. Para.68 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and often can be built out quickly. To enable this LPAs are advised to, amongst other things, support the development of windfall sites through policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.

6.3 In chapter 7 on ensuring the vitality of town centres, it is advised by the NPPF that amongst the initiatives that LPAs should consider is to recognise the role that residential development plays and encourage residential development on appropriate sites (para.85 (f)).

6.4 In chapter 11 – Making effective use of land – the NPPF states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses (para.117). Para. 118 states that planning policies and decisions should:

a) encourage multiple benefits from both urban and rural land, including through mixed use schemes...;

- c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs....;
- d) promote and support the development of under-utilised land and buildings, especially if this would help meet identified needs for housing where land is constrained and available sites could be used more effectively...;
- e) support opportunities to use airspace above existing residential and commercial premises for new homes. In particular , they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards) and can maintain safe access and egress for occupiers.

- 6.5 Para. 122 on achieving appropriate densities, states that planning policies and decisions should support development that makes efficient use of land, taking account, amongst other things, the availability of and capacity of infrastructure and services – both existing and proposed - as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use.
- 6.6 The adopted 2021 London Plan Policy GG4 – Delivering the homes Londoners Need – states that all those involved in planning and development must, amongst other things, ensure that more homes are delivered in the capital.
- 6.7 Policy GG2 – Making best use of land – states that amongst other things, (A) the development of brownfield land should be enabled within and on the edge of town centres, as well as utilising small sites; (B) prioritise sites that are well connected by public transport; (B) proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-

connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.

- 6.8 London Plan Policy SD6 – Town Centre and High Streets – states that the vitality and viability of London’s varied town centres should be promoted and enhanced, by amongst other things:

2) identifying locations for mixed-use or housing-led intensification to optimise residential growth potential, securing a high-quality environment and complementing local character and heritage assets;

3) delivering sustainable access to a competitive range of services and activities by walking, cycling and public transport

C The potential for new housing within and on the edges of town centres should be realised through mixed-use or residential development that makes best use of land, capitalising on the availability of services within walking and cycling distance, and their current and future accessibility by public transport.

D The particular suitability of town centres to accommodate a diverse range of housing should be considered and encouraged, including smaller households, Build to Rent, older people’s housing and student accommodation.

- 6.9 London Plan Policy H1 – Increasing housing supply – sets 10 year targets for net housing completions for the period 2019/20 to 2028/29. For the LB Hillingdon, this target is 10,830 additional dwellings (according to Table 4.1 of the plan). According to Policy H1, this target figure should be achieved by, amongst other initiatives, 1(b) – encouraging development on appropriate windfall sites not previously identified; (2) optimise housing delivery on all suitable and available brownfield sites through development plans and planning decisions, especially from a) - sites within existing or planned public transport access levels (PTALs) 3-6 or located within 800m distance of a station or town centre boundary; c) - housing intensification on other appropriate low-density sites in commercial, leisure and infrastructure uses; e) – small sites (see Policy H2 Small Sites).
- 6.10 Policy H2 – Small Sites – requires the Boroughs to pro-actively support well-designed new homes on small sites (below 0.25 hectares) through planning decisions and plan making so as to 1) significantly increase the contribution of small sites to meeting London’s housing needs; 2) diversify the sources, locations, type and mix of housing supply; 3) - support small and medium sized housebuilders; 5) achieve the minimum targets for small sites which for Hillingdon is 2,950 additional homes over the 10 year housing provision target period.
- 6.11 Policy H10 of the London Plan – Housing Size Mix – advises that schemes should generally consist of a range of unit sizes with a higher proportion of one and two bedroom units being more appropriate in locations closer to town centres where there is higher public transport access and connectivity.
- 6.12 Hillingdon Part 1 Local Plan Policy H1 – Housing Growth - states that the Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies. In the accompanying text to the policy is stated that this will be achieved by, amongst

other things, promoting the design and density of new homes to reflect the specific and different land use characteristics in the North and South of the borough; ensuring development makes the most efficient use of brownfield land; promoting high quality mixed use developments.

Discussion

- 6.13 The overwhelming thrust of government policy, London Plan Spatial Policies and local plan policy is to make effective use of land for housing within built up areas in order to exceed the housing targets for the borough, particularly in sustainable locations that have access to public transport and other amenities. The application site is located in a highly sustainable location in close proximity to public transport as well as shops and other amenities. It will also help provide smaller dwellings in accordance with London Plan policy.
- 6.14 The proposed development will not result in the loss of the existing retail and residential use on the frontage but will result in the effective use of redundant land and buildings for the provision of much needed new housing in the capital. Consequently it is considered that the proposal in principle should be considered acceptable subject to other development management policies and considerations.
- 6.15 It is considered that positive weight can be attributed to the proposal for making effective use of land, in a sustainable location for the provision of new homes that meet the borough's housing and London's targets for the provision of more dwellings, including smaller units, to help meet the identified need for housing.

Impact on character and appearance of the areaApplicable planning policy context

- 6.16 The NPPF at para.124 states that good design is a key aspect of sustainable development, creates better places to live and work and helps development to be acceptable to communities.
- 6.17 Para.127 states that planning policies and decisions should ensure developments will function well and add overall quality to an area through good architecture; sympathy to local character, history and built environment; encouraging appropriate innovation and change such as increased densities; optimise potential for mixed development; support local facilities and transport networks; create safe, inclusive accessible developments that offer a high standard of amenity for existing and future users; and where crime and disorder do not undermine the quality of life or community cohesion.
- 6.18 Para. 130 goes on to state that whilst planning permission should be refused for poorly designed development, para. 131 advises that great weight should be given to outstanding or innovative designs which promote high levels of sustainability or which help to raise the standard of design provided it fits in with the form and layout of the surroundings. London Plan Policy D3 – Optimising site capacity through design led approach – requires all development to make best use of land through a design led approach that optimises the capacity of sites. Higher density developments should be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. Outside areas of existing high buildings or opportunity areas, Boroughs are encouraged to consider incremental densification to achieve a change in densities in the most appropriate way, within the context of Policy H2 – Small sites.

- 6.19 The policy goes on to say that development proposals should, with regard to form and layout, 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; encourage and facilitate active travel by the provision of, amongst other things, cycle parking; be street based with clearly defined public and private environments; facilitate efficient servicing and maintenance of buildings and minimise negative impacts on the environment, public realm and vulnerable road users.
- 6.20 With regard to experience, the policy states that development proposals should, amongst other things, achieve safe and secure and inclusive environments; deliver appropriate outlook, privacy and amenity; achieve comfortable and inviting indoor and outdoor environments for people.
- 6.21 In regard to quality and character, the policy requires development proposals to respond to existing character of a place, by identifying the special and valued features and characteristics that are unique to the locality, and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character; be of a high quality, with architecture that pays attention to detail and gives due consideration to the practicality of use through appropriate construction methods and the use of appropriate materials; aims for high sustainability standards.
- 6.22 Hillingdon Part 1 Local Plan Policy HE1 – Heritage – states that the Council will enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes locally recognised historic features such as Areas of Special Local Character.
- 6.23 Part 1 Policy BE1 – Built Environment – requires development proposals to improve and maintain quality of the built environment in order to create

successful and sustainable neighbourhoods. All new developments should, amongst other things, be of a high quality of design in all new buildings, alterations and extensions which enhances the local distinctiveness of the area and contributes to community cohesion and sense of place; be designed to be appropriate to the identity and context of Hillingdon's buildings, townscapes, landscapes and views, and makes a positive contribution the local area in terms of layout, form, scale and materials, and seeks to protect the amenity of surrounding land and buildings, particularly residential properties; be designed to include Lifetime Home principles; create safe and secure environments; maximise the opportunities for all new homes to contribute to tackling and adapting to climate change.

6.24 Hillingdon Local Plan Part 2 Policy DMHB 5 – Areas of Special Local Character (ASLC) – states that within such areas, new development should reflect the character of the ASLC and its original layout. Alterations should respect the established scale, building lines, height design and materials of the area; the replacement of buildings which positively contribute to the character and local importance of ASLC will normally be resisted.

6.25 Part 2 Policy DMHB 11 – Design of new development - requires new development to be designed to highest standards and to incorporate principles of good design including, such things as, harmonising with local context; ensuring the use of high quality building materials and finishes; protecting features of positive value within and adjacent the site, including safeguarding of designated and undesignated heritage sites and their settings.

Discussion

6.26 The proposal would involve the demolition and removal of part of the rear single storey buildings and its replacement with a two storey rectangular, modern designed building. It is contended that the buildings to be removed

are not within the public realm as they are located in the rear. Additionally they are ordinary, functional buildings that do not add much to the Area of Special Character.

6.27 In contrast, the proposed new building is of a design and style that is both modern and innovative which would not be out of keeping with the type of development in the area, such as the Kate Fassnidge community building, which is also a more modern style of building than that found in the area. The application building is also of a scale and height that will not overwhelm adjacent buildings.

6.28 It is considered that the proposed building is just the type of innovative design that para. 131 of the NPPF refers to. The proposal will result in a sustainable building that raises the standard of design in an area more generally whilst fitting in with the overall form and layout. Consequently it is contended that the proposal would not have a harmful impact on the ASLC.

6.29 It is also considered that the proposal optimises the use of this site in a sustainable location that accords with the London Plan and adopted local plan policies. Indeed, it is just these type of sites that is considered that national and local planning policy are being targeted at to see how development can be accommodated through design led development.

6.30 It is considered that positive weight should be attributed in the overall planning balance to the innovative design that will not harm the ASLC but add to the overall quality of the area.

Impact on neighbouring AmenityApplicable planning policy context

6.31 The NPPF requires new development to provide a high standard of amenity for existing and future users (para. 127 (f)). One of the criteria of Hillingdon Part 2 Policy DMHB 11 – Design of New Development – is that new development should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Discussion

6.32 Given the close proximity of buildings that are located in built up areas particularly in town or neighbourhood centres, there is nearly always some impacts on the amenity of neighbouring properties than would be found in other areas where development is more spread out. In this location, the buildings are already quite close to one another to the extent there is already some impacts on amenities. It is considered that the height, scale and siting of the new building has been deliberately designed so as not to have any significant adverse impacts on adjacent properties particularly in regard to residential properties.

6.33 In respect of any overlooking of private areas, the windows to the proposed dwellings have been orientated and designed to minimise overlooking of adjacent properties, particularly private areas and directly into adjacent windows. The roof top amenity space would have obscure glazed screens around them, to provide safe use and to minimise overlooking.

6.34 It is considered that neutral weight can be attributed to the lack of harm that will arise to neighbouring amenity in the overall planning balance.

Quality of Proposed AccommodationApplicable Planning Policy Context

6.35. As already stated, the NPPF requires development to provide a high standard of amenity for future users (para.129 (f)). London Plan Policy D6 – Housing Quality and Standards – sets out various criteria to enable high quality design and the provision of adequately sized rooms (according to Table 3.1) and private outdoor amenity space. Hillingdon Local Plan Part 2 Policy DMHB 16 – Housing Standards – states that all development should have adequate provision of internal space to provide an appropriate living environment in accordance with the standards set out in Table 5.1. These mirror those in the London Plan at Table 3.1.

6.36 Policy DMHB 18 – Private Outdoor Amenity Space – requires all new residential development and conversions, amongst other criteria, to (A) provide good quality and useable private outdoor amenity space in accordance with standards set out in Table 5.3; (c), any ground floor unit that is not street facing should have a defensible space of not less than 3m in front of any window to a bedroom or habitable room. However for new developments in Conservation Areas, Areas of Special Local Character or for developments, which include Listed Buildings, the provision of private open space will be required to enhance the streetscene and the character of the buildings on the site.

6.37 With regard to internal layout, the development proposes 3 dwellings - one x one bedroom maisonette, a one bedroom flat and a one bedroom studio. Table 5.1 of Policy DMHB 16 states that for internal space, a 1bed – 2 person accommodation over 2 storeys should provide 58 sqm with 1.5sqm of built in storage; a 1bed – 2 person accommodation should be 50 sqm with 1

sqm of built in storage; and a 1bed 1 person studio should be 37 sqm, if a shower room is provided, with and 1 sqm of built in storage

6.38 The proposed units would provide internal space of 62.2 sqm, 56.4 sqm and 56.4 sqm, respectively. This meets the standards. The development would therefore provide an acceptable level of internal accommodation.

6.39 In regard, to external amenity space, Table 5.3 of Policy DMHB 18 states that there should be a minimum of 20 sqm for studios and 1 bedroom flats. It is proposed to provide 32 sqm of amenity space for unit 1 and a combined 41 sqm for both units 2 and 3 in the form of rooftop gardens. Therefore there is sufficient amenity space in accordance with the standard.

6.40 In regard to defensible space, it is contended that there is sufficient defensible space in front of habitable bedroom windows that take account of the character of the buildings on this site.

6.41 Therefore it is contended that the proposal would provide adequate internal layout and external amenity space as well as acceptable defensible space. It is considered this should be attributed positive weight in the overall planning balance.

Parking and Cycle Provision

Applicable Planning Policy Context

6.42. The NPPF at para.102 states that transport issues should be considered at the earliest stages of plan-making and development proposals so that, amongst other things, opportunities to promote walking, cycling and public transport use are identified and pursued. Para.108 goes onto state that when considering specific applications for development, a) – appropriate

opportunities to promote sustainable transport modes are taken up given the type of development and its location; b) – safe and suitable access can be achieved for all users; c) -any significant impacts can be cost effectively mitigated.

6.43 Para. 109 goes onto say that development should only be refused on highway grounds if there would be an unacceptable impact on highway safety, or that the residual cumulative impacts on the road network would be severe. Para.110 states amongst the recommendations that applications for development should seek to undertake give priority first to pedestrian and cycle movements.

6.44 London Plan Policy T5 – Cycling- encourages more cycling by provision of cycle routes and cycle parking in accordance with Table 10.2. Policy T6 – Car Parking – states at a) that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Policy T6.1 – Residential Parking – states that, amongst other considerations, A) new residential development must not exceed the maximum parking standards at Table 10.3; B) provision must be made for infrastructure for electric or Ultra – Low Emission vehicles.

6.45 Hillingdon Local Plan Part 1 Policy T1 – Accessible Local Destinations – states that the Council will seek to steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision. The Council will ensure access to local destinations which provide services and amenities.

6.46 Hillingdon Part 2 Policy DMT 2 – Highway Impacts – states that development proposals, amongst other things, should ensure safe and efficient

vehicular access to the highway network is provided to Council standards. Policy DMT 5 – Pedestrians and Cyclists – requires development proposals, amongst other things to provide cycle parking in accordance with Appendix C Table 1 or in agreement with the Council.

6.47 Policy DMT 6 – Vehicle Parking – requires development proposals to comply with the parking standards set out in Appendix C Table 1.

Discussion

6.48 The proposed development would provide 2 parking spaces within the site to the rear. To facilitate egress in from the site, it is also proposed to provide a turning table. In regard to cycle provision, it is proposed to provide 2 sheffield stands that could accommodate 4 bicycles.

6.49 Appendix C Table 1 states that for vehicle parking, for 1 – 2 bed units, 1.5-1 space per unit and for studios, 1 space every 2 units is advised. For cycle parking, the provision of 1 cycle space per unit.

6.50 With regard to vehicle parking, given the good location of the proposed development in terms of proximity to public transport, shops and other amenities, it is considered that 2 parking spaces is an acceptable amount of parking provision for this development. In regard to cycle provision, provision for 4 bicycles exceeds the standard required. Infrastructure will also be provided to facilitate the use of electric or Ultra – Low Emission Vehicles which can be secured by condition.

6.51 It is considered that the provision of adequate parking and cycle provision will mean that there will be no adverse impact on the highway network. This absence of harm can be considered of neutral in the overall planning balance.

Waste Provision

Applicable Planning Policy

6.52 One of the criteria of Hillingdon Local Plan Part 2 policy – DMHB 11 – Design of New Development – states at D) that development proposals should make sufficient provision for well-designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse impacts to occupiers and neighbours.

Discussion

6.53 It is intended to provide space and a hardstanding to enable 2 x 240 litre bins for waste and recycling in the location shown on the proposed plans that is considered to be a secluded position that would not cause adverse impacts and can be suitably accessed. It is considered that the provision shown complies with policy.

6.54 It is considered that neutral weight can be attributed to this issue in the overall planning balance.

7.0 Design and Access Statement

Amount, Use and Layout

7.1 This proposal to demolish an existing building and replace that with a modern two storey block that would be located towards eastern end of the site with amenity space provided on the roofs. Access to parking (2 spaces), cycle provision (4 spaces), and bin stores would be from the existing shared access to the south. It would be finished materials that would be determined by condition but intended to be in keeping with the area.

7.2 The density on the site would be increased by the provision of 3 apartment units. This notwithstanding, the proposed increase in density is appropriate in this location due to the close proximity to a neighbourhood centre with good transport links and access to services.

Access

7.3 Access to the development would be via the existing shared vehicle/pedestrian access. A turning table would be provided to enable the vehicles to exit the site in forward gear.

Sustainability

7.4 The site is located within close proximity to a number of amenities, such as local shops and amenities. There are a number of bus stops on the streets in the immediate vicinity of the site while the Northwood Underground station is also only approximately 0.5 miles (11minute walk away) from the site.

7.5 It is envisaged that the proposal would be constructed to modern standards with the appropriate sustainable construction methods.

Landscaping

7.6 Landscaping of the roof top amenity space could be undertaken as a condition of any approval.

8. Planning Balance and Conclusion

8.1 The proposal is to demolish buildings that are no longer required for storage in order to erect a two storey modern innovative designed building to provide 3 dwellings in a sustainable location.

8.2 In regard to the planning balance it is considered that significant weight can be attributed to the proposal comprising an effective use of land. Additional significant weight can be attributed to the fact that the proposal would be undertaken in a highly sustainable location.

8.3 Weight can also be applied in the planning balance to the provision of dwellings that will make a contribution to meeting the borough's housing targets. Positive weight can also be attributed to the innovative design that will not harm the Area of Special Local Character or the overall character and appearance of the area but would add to the overall quality of the area. It is also contended that positive weight can be attributed to the proposal providing an acceptable level of accommodation and external amenity space.

8.4 Neutral weight can be attributed to the lack of harm that will arise to neighbouring amenity, to the highway network due to the provision of off street parking and cycle parking, and to the provision of adequate waste facilities.

8.5 Apart from the loss of an existing building which could be viewed as of negative weight, nonetheless it is contended that overall, the benefits far outweigh any adverse impacts.

8.6 Consequently when considering the proposal against the 3 objectives of sustainable development as stated in para. 8 of the NPPF, the proposal would fulfil an economic objective by generating employment during the construction stage and spin off spending in the local area by prospective residents. As regards the social objective, the proposal would provide much needed new housing with a mix of types. The proposal would meet the environmental objective by making best use of a previously developed site in a highly sustainable location that does not harmfully impact the Area of Special Character or the overall character and appearance of the area.

8.7 Therefore it is considered that the proposal amounts to sustainable; development for which planning permission should be granted. It is hoped the Council will agree and grant planning permission for the scheme.