

hgh

Planning Statement

2 Sandy Lodge Way, Northwood

December 2023

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1.0 INTRODUCTION

1.1 This Planning Statement has been prepared by hgh Consulting on behalf of Gavacan Homes ('the applicant') in support of a planning application for development at 2 Sandy Lodge Way, Northwood, HA6 2AJ ('the site'). The site is identified in Figure 1 below.

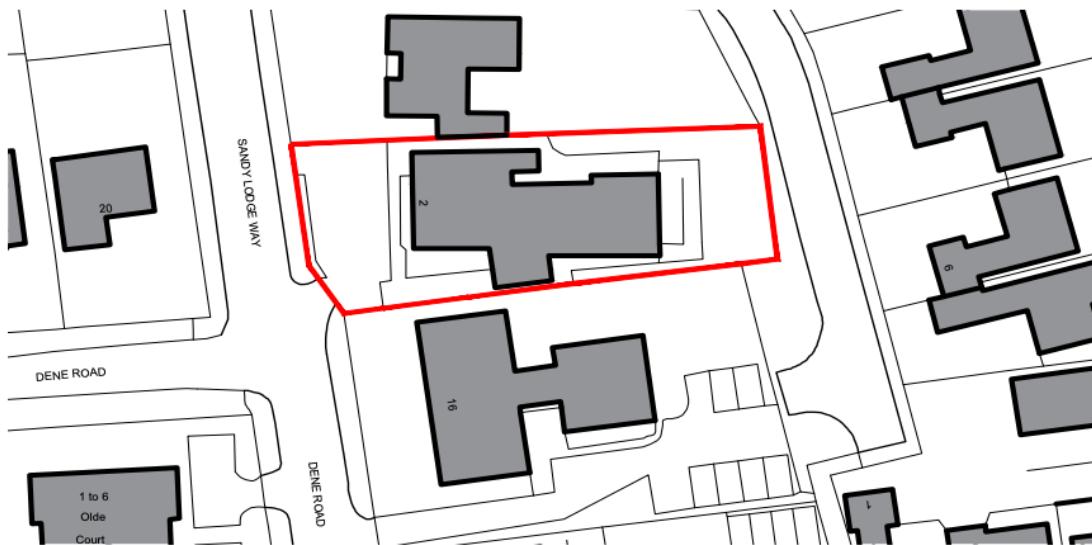


Figure 1: Site location plan

1.2 The proposed development comprises the demolition and replacement of the existing building with a 2.5 storey building, accommodating six high quality self-contained flats, six car parking spaces, associated bin and cycle stores and landscaping.

1.3 This Planning Statement provides an assessment of the current scheme against the Development Plan and other material planning considerations. The submission is accompanied by the following documents:

- Plans and Drawings;
- Application Forms;
- Design and Access Statement;
- Daylight and Sunlight Assessment;
- Arboricultural Impact Assessment and Plans;
- Surface Water Management Report; and

- Preliminary Ecology Survey and Bat Potential Roosting Assessment.

Structure of Statement

- Section 2 details the site and surroundings and planning history;
- Section 3 provides details of the pre-application engagement that has taken place with LBH;
- Section 4 summarises the main details of the proposed development;
- Section 5 outlines the relevant planning policy context to assess the proposed development;
- Section 6 provides an assessment of the proposed development against the Development Plan and Other Material Planning Considerations; and
- Section 7 concludes the statement.

2.0 SITE AND SURROUNDINGS

The Site

2.1 The total area of the site is c. 0.11 ha and is located within the London Borough of Hillingdon (LB Hillingdon) (Figure 2).

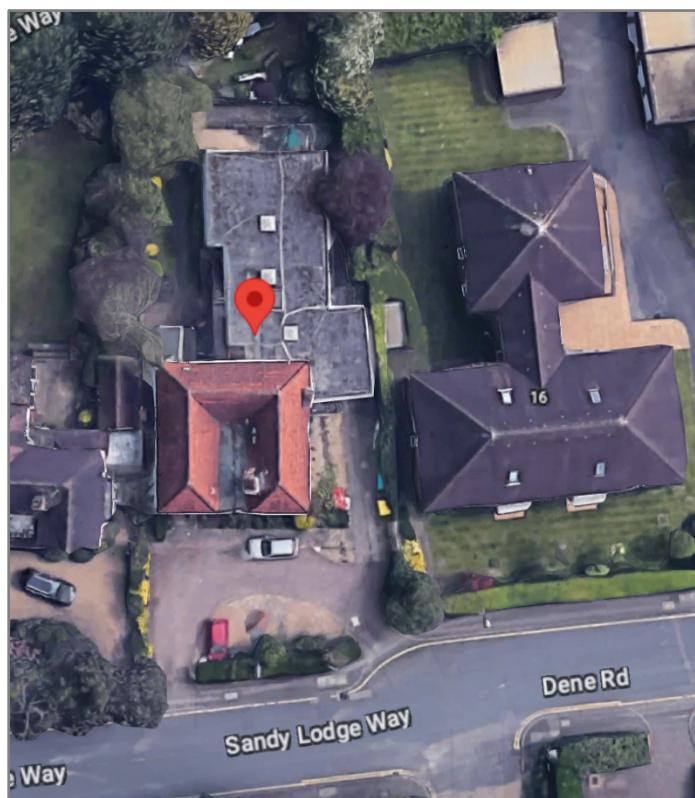


Figure 2: Aerial view of site

2.2 The site is located on Sandy Lodge Way, which is an established residential area in Northwood. It is currently occupied by a 2.5 storey vacant, former care home and includes a rear extension. The property contains parking to the front and a garden to the rear. The site has two existing vehicular and pedestrian points, provided via Sandy Lodge Way to the north and Dene Road to the south, to allow vehicles to enter and exit the site.

Surrounding Area

2.3 The surrounding area is not defined by a single type of architecture or typology; it has a mixed vernacular comprising detached and semi-detached dwellinghouses and blocks of flatted development. Of note, is the nearby flatted developments to the south which is 2.5 storeys in height and to the west which is 3 storeys in height. The dwellinghouses in the vicinity are typically 2.5 storeys in height.

2.4 The site is also in proximity to Green Lane District Centre (0.3 miles south), which has a number of shops and services. Northwood Underground Station is also located here. Local health facilities are available nearby and Mount Vernon Hospital lies approximately 1 mile to the west.

Planning Designations

2.5 The site is designated as 'white land' within the LBH policies map, which means that the site has no designations within the local plan. It is located to the east of the Area of Special Local Character. As shown on Figure 3 below, it is reasonable to deduct that the boundary of the site is outside of the ASLC due to the thick line used to represent the designation.



Figure 3: Extract from LBH's Planning Policy Map

2.6 The site has a PTAL rating of 2 (with 6b being 'best') and is located within Flood Zone 1.

2.7 The site is also not located in a Conservation Area or located near any listed buildings.

Planning History

2.8 The site has a limited planning history. Hillingdon's planning history search shows that an application for a new front porch and disabled access was refused in April 2000. No planning history exists for the intervening years.

3.0 PRE-APPLICATION DISCUSSIONS

3.1 The applicant has undertaken pre-application discussions with LBH. The proposed development has evolved directly as a result of feedback from officers. A summary of the feedback and amendments made to the scheme are set out below.

Pre-application meeting - July 2023

3.2 A pre-application meeting was held on 12th July 2023 with LBH and formal written advice was provided on 14 September 2023. The officer was supportive of the principle of residential development in the proposed location, subject to the appropriate design, amenity and parking provision. A summary of further comments is provided below.

Design

- (a) The height of the building was considered too high given the wider character and appearance.
- (b) The officer suggested that the roof form should integrate more with the traditionally designed property types that characterise the area.
- (c) A reduction in the bulk and mass of the two-storey rear wing was sought. It was also recommended that the width and depth of the first-floor rear element be significantly reduced, and the flat roof be re-considered.

Amenity

- (a) There were questions over the proposal's effect on the residential amenities of the adjacent neighbouring occupiers at no. 4 Sandy Lodge Way and no.16 Dene Road. The proposed building would sit further forward from the side facing windows of nos. 4 and 16 and therefore, the Council would like to understand the levels of daylight and sunlight received by and the outlook from those properties.
- (b) The Council sought that the 45-degree rule be adhered to, regarding no. 16.
- (c) The Council requested that further justification was needed to demonstrate the terrace would not impact outlook for adjacent neighbours.

Transport

- (a) Considered that the proposed car and cycle parking and provision of EVCP's is sufficient to accommodate future residents.
- (b) The Council anticipated that any net traffic generation could be absorbed within the local road network.
- (c) There was no 'in principle' objection to the utilisation/retention of the existing eastern and extinguishment of the western crossing.

Amendments made following the pre-application

3.3 As a result of the pre-application feedback from the Council, the following fundamental amendments were made to address the comments.

- (a) The roof form has been amended to reflect the Council's comments regarding the crown roof. As a result, the roof has a hipped roof form in order to reduce its visual mass and scale. The roof of the two-storey element has also been amended from being a flat roof to hipped.
- (b) The first storey element of the scheme has been reduced in width and depth and stepped back to reduce the visual appearance of the building from the front view of the site. The rear design of the building has also been amended with this approach in mind. The building footprint has now reduced in depth compared to the previous scheme iteration, and it also takes a stepped approach to reduce visual bulk and mass.
- (c) A Daylight and Sunlight Assessment has been prepared to assess the impact of the proposed development on neighbouring properties on all sides.

4.0 PROPOSED DEVELOPMENT

- 4.1 This planning application concerns the demolition of the existing property with a replacement building of up to 2.5 storeys, comprising six self-contained flats with associated parking, cycle and bin storage, and landscaping.
- 4.2 A summary of the proposed development is provided below.

Proposed Development

- Redevelopment of property to provide 6 self-contained flats to provide a mix of 4 x 2 beds (4 person) and 1 x 3 bed (5 person) and 1 x 2 bed (3 person); and
- The units will all be M4(2) compliant with one disabled unit (M4(3) compliant).

Design and Appearance

- 2.5 storeys in height; and
- Design and materials to reflect the surrounding context.

Amenity

- All units will exceed minimum floorspace requirements and private and communal amenity space; and
- All units will be dual aspect.

Access, Parking and Servicing

- Retain the single vehicular access point from the south and removal of the access point to the north;
- Provision of six car parking spaces;
- Provision two bikes per unit, and a total of 12 cycle parking spaces;
- Provision of waste storage.

5.0 PLANNING POLICY CONTEXT

5.1 The statutory Development Plan for the LBH comprises:

- The Local Plan: Part 1 - Strategic Policies (2012);
- The Local Plan: Part 2 - Development Management Policies (2020);
- The Local Plan: Part 2 - Site Allocations and Designations (2020);
- West London Waste Plan (2015); and
- The London Plan (2021).

5.2 For the purposes of this statement, the Hillingdon Local Plan Parts 1 and 2 are collectively known as the 'Local Plan' unless otherwise stated.

Material Planning Considerations

5.3 Other material considerations include:

- The Mayor's Housing Design Standards LPG (2023);
- National Planning Policy Framework (2023) (NPPF); and
- National Planning Practice Guidance (2019) (NPPG).

5.4 The policies relevant to this application are summarised below:

- Policy DMH 2 (Housing Mix);
- Policy DMHB 5 (Areas of Special Local Character);
- Policy DMHB 11 (Design of New Development);
- Policy DMHB 14 (Trees and Landscaping);
- Policy DMHB 16 (Housing Standards);
- Policy DMHB 17 (Residential Density);
- Policy DMHB 18 (Private Outdoor Amenity Space);
- Policy DMCI 1 (Retention of Existing Community Facilities);
- London Plan Policy GG2 (Making the best use of land);
- London Plan Policy GG4 (Delivering the homes Londoners need);
- London Plan Policy H1 (Increasing housing supply); and

- London Plan Policy H2 (Small sites).

6.0 PLANNING JUSTIFICATION

6.1 This section considers the extent to which the proposed development accords with the relevant development plan policies and other material considerations. The key matters for assessment are:

1. The Principle of Development;
2. Housing Delivery;
3. Design and Layout;
4. Amenity of Future Occupiers;
5. Neighbouring Amenity;
6. Access, Servicing and Parking;
7. Trees and Ecology; and
8. Drainage.

The Principle of Development

6.2 The principle of residential redevelopment on this site is well established. The NPPF, London Plan and LBH's Local Plan support the redevelopment of brownfield land for residential use in appropriate locations.

6.3 Section 5 of the NPPF sets out that the Government is committed to increase the overall level of supply and mix of housing in order to meet local needs. Paragraph 84 states that the use of previously developed land should be encouraged where such opportunities exist. Furthermore, Chapter 11 promotes effective use of the land whilst improving the environment. Planning decisions should give substantial weight to the value of using suitable brownfield land.

Loss of Care Home

6.4 The Development Plan does not contain any policies that safeguard existing care homes therefore, the principle of development is considered acceptable.

6.5 The latest Annual Monitoring Report (2015-2019) notes that out of conventional housing and non-conventional housing provision, housing for older people has been the most significant contributor to the local housing market. There has been a provision of 257 units between 2015-2018 (latest information available). In addition, Hillingdon's Housing Strategy (2021) states that majority of older people live in general needs as opposed to specialist housing, and most people do not plan to move as they intend to stay in their current home for as long as possible.

6.6 It is clear that care home provision is being satisfied in the borough. Therefore, it is not considered that the loss of the care home would be significant or detrimental to the existing supply in the Borough, nor would the loss of the care home lead to a shortfall.

- 6.7 This conclusion is underpinned by the fact that the existing care home being currently vacant and has been since 2020. The latest assessment report by the care quality commission stated that the care home required improvement, which would require significant funding to bring it back into use.
- 6.8 The property is no longer suitable for the provision of a care home whereas there is no policy safeguarding its exiting use. When considered against other policies in the Plan, its redevelopment for much-needed housing is considered an appropriate replacement.

Housing Delivery

- 6.9 London Plan policy H1 states that developments should optimise the potential for housing delivery on all suitable and available brownfield sites. The 10-year housing target for Hillingdon is to provide 10,830 dwellings in a ten-year period (2019/20-2028/29), totalling 1,083 dwellings per year.
- 6.10 The area of land which is the subject of the proposed development is approximately 0.11 ha. It is considered a ‘small site’ in London Plan policy terms meaning policy H2 applies. 295 homes per annum are required for delivery on small sites in LBH. Policy H2 also seeks LBH to proactively support well designed new homes.
- 6.11 The provision of 4 x 2 beds (4 person) and 1 x 3 bed (5 person) and 1 x 2 bed (3 person) would make a positive contribution towards meeting local housing targets and would be appropriate in this predominantly residential location.
- 6.12 Local Plan policy DMH2 states that the Council require a provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council’s latest information on housing need. Hillingdon’s latest Strategic Housing Market Assessment (SHMA) identifies a significant need for larger 3+ bed dwellings, particularly in the affordable tenures. In order to address this need, one of the units is family sized and provides three bedrooms.
- 6.13 Additionally, the residential flatted development is appropriate with reference to the site and surrounding context. As outlined in Section 2, the site’s context includes notable flatted development to the south and north of the site and dwellinghouse heights of 2.5 storeys. The context therefore sets the precedent in which the proposal reflects.
- 6.14 Furthermore, the development is situated in a sustainable location and makes best use of land, which has the capacity to provide much needed residential development, as opposed to the existing vacant care home.
- 6.15 Overall, the principle of development is supported in this location and in accordance with London Plan policies GG2 and H2 and Local Plan policies H1 and H2.

Design and Layout

- 6.16 The NPPF notes that good design is a key component of sustainable development and should contribute to making places better for people. It particularly establishes that the Government gives great importance to the design of the built environment and recognises that it is a key aspect of sustainable development and is indivisible from good planning.

6.17 These principles are reflected in London Plan policies D4 and D6 and Local Plan policy BE1 and DMHB 11 which seek high quality design in development and require new development to enhance the built environment of local places by considering their physical context, local character, density, tenure, and land mix. Developments should make a positive contribution to streetscape and should incorporate high quality materials and landscaping appropriate to its context.

6.18 The design of the proposed development is based on principles of good design. The design has resulted from a detailed review of the site and surrounding context, noting the opportunities and constraints.

6.19 The proposal reflects notable and attractive characteristics of the flats at no. 10A in respect of the roof shape, form, and materials, including red brick walls and white timber windows.

6.20 The proposed height is 2.5 storeys which reflects the surrounding built form, and the building will be orientated in a similar location to the original. There is little difference in the bulk and mass of the proposed building when compared to the existing, particularly as the building has a stepped approach at the rear. Similarly, the width of the main 2.5 storey element to the front is the same as the existing.

6.21 The design of the proposed front elevation (Figure 5) has taken positive design features from the existing building (Figure 4), despite the existing building generally not being designed to a high quality. The proposed development has two front gables which is reflective of the existing building and neighbouring properties. The proposed development, however, is more elegant in its design approach. Traditional features have been introduced to the building including, sash windows, a feature entrance way and the use of high-quality materials reflective of neighbouring properties.



Figure 4: Existing image of site



Figure 5: Front elevation of proposed development

6.22 In the pre-application response, Officer's had concerns with the crown roof form of the pre-app scheme building. As a result, the roof has been reduced in bulk and scale, and now includes a hipped roof as shown in Figure 6. The roof form is reflected on other existing buildings in the locale including notable properties at nos. 10, 14, 21, and 31 Sandy Lodge Way, to name a few. Further analysis in respect of the neighbouring roof forms is provided within the Design and Access Statement.



Figure 6: Proposed site plan

6.23 In terms of scale and form, the proposed building is broadly in the same location as the existing and blends into the existing settlement pattern of development. However, the building has reduced in length (not including the terraces to the rear) and slightly increased in width at certain parts of the building. The main three storey element is softened in appearance due to the presence of gables; it is also set back by a significant distance from the road. The two-storey element is set back from the main building which ensures that the scale and form of the building is not too overbearing in the context of the street scene. While the building is slightly wider than the existing in some areas, it does not adversely affect the amenity of neighbouring occupiers. The proposed development also has similar proportions to neighbouring buildings on Sandy Lodge Way and Dene Road.

6.24 The redevelopment of the site will therefore improve the character and appearance of the site and surrounding area by proposing a high-quality residential building of an appropriate scale and form in relation to the context.

Sustainable Design

6.25 The proposed building will also be constructed to reflect a sustainable design approach. To minimise heat loss from the proposed dwelling and to maximise the efficiency, the proposal will incorporate the following:

- (a) Insulated roofs, walls and floors;
- (b) Double glazed windows;
- (c) Ventilation incorporated onto the design to avoid condensation;
- (d) Energy efficient lighting; and
- (e) Good natural daylight to habitable rooms.

Amenity of Future Occupiers

Internal Layout

6.26 The proposed development has been designed to be of a high quality and the layout has been well designed to ensure an attractive living environment for new residents.

6.27 The development seeks to provide a total of c. 701 sqm of floorspace across the six flats. The proposed units are all in excess of the minimum standards for a 2-bed 4-person unit (70 sqm), 3-bed 5-person unit (86 sqm) and 2-bed 3-person unit (61 sqm).

6.28 All units contain well-sized habitable rooms, providing excellent living accommodation. All units are proposed to be dual aspect, which will have a positive effect on passive ventilation and the daylight and sunlight levels. All units will be M4(2) compliant, except for the ground floor unit which will be M4(3) compliant.

External Amenity Space

6.29 Policy DMHB 17 outlines that the minimum outdoor amenity provision for 2 bed flats is 25 sqm and for 3+ bedrooms it is 30 sqm. The supplementary note attached to policy DMHB 17 states that dwellings on upper floors should all have access to a private balcony or terrace; communal provision of outdoor space is generally not supported unless the proposed scheme is of high quality with clear planning merits.

6.30 London Plan Policy D6 states that a minimum of 5 sqm of private outdoor amenity space should be provided for 1-2 person dwellings and an extra 1 sqm for each additional occupant.

6.31 Recognising London Plan Policy D6, each flat will have a balcony or terrace. Each balcony or terrace will be between 11-29 sqm in size which is acceptable in line with Policy D6.

6.32 While policy DMHB 17 states that 20 sqm should be provided per 2-bedroom flat and 60 sqm per 3-bedroom flat. Outdoor communal amenity space will be provided to the rear of the building in addition to the private balconies. The garden area is 331 sqm and the balconies comprise a total area of 106 sqm. Therefore, the total amount of combined outdoor amenity space per flat would be 437 sqm, equating to c. 72 sqm per unit.

6.33 While communal amenity space is generally not supported by LBH, the proposal is of a high design quality with clear planning merits. This includes the provision of an appropriate mix of new units, which respond positively to the local context in design terms. The mixed provision of amenity space is clearly satisfactory as it would provide ample outdoor space to benefit future occupiers' health and well-being, which on balance is acceptable. This approach was considered acceptable by the Council at two nearby, recently consented schemes at Tormead, 27 Dene Road (ref. 9043/APP/2022/2490) and 25 Dene Road (ref. 46479/APP/2021/2039), whereby a mix of private and shared space was provided totalling to over 20 sqm per unit.

6.34 The development has been designed with future occupiers in mind; the proposals exceed the minimum space requirements, and each unit is provided with private outdoor amenity space that have sufficient levels of daylight and sunlight. The development is therefore in accordance with Local Plan policies DMHB 11, DMHB 17 and BE1.

Neighbouring Amenity

6.35 The NPPF seeks to secure a good standard of amenity for all existing and future occupants of land and buildings. Local Plan Policy DMHB 11 stipulates that development proposals should not have an adverse effect on the amenity, daylight, and sunlight of adjacent properties.

Daylight and Sunlight

6.36 The pre-application response stated that the proposals should be assessed against neighbouring properties to conclude whether there would be an adverse effect on the existing levels of daylight and sunlight afforded to no. 4 Sandy Lodge Way and no. 16 Dene Road.

6.37 As a result, a Daylight and Sunlight Assessment has been prepared by Love Design. The report assesses properties at nos. 16 and 20 Dene Road, 4 Sandy Lodge Way and 7 Woodbridge Way against the BRE Guidelines 2022.

6.38 The report confirms that the properties at 20 Dene Road and 7 Woodbridge Road are located at reasonable distances from the application site and were found to meet the BRE's initial 25-degree line test. Therefore, the windows of these properties would not be affected from a daylight and sunlight perspective.

6.39 In terms of the neighbouring property at 4 Sandy Lodge Way, all the windows and rooms of the property were found to meet the BRE's Vertical Sky Component (VSC) and Daylight Distribution (DD) tests, therefore a noticeable reduction in daylight would not be experienced at the property.

6.40 With respect to 16 Dene Road, all but two rooms met the BRE guidelines for VSC and DD. The rooms that did not comply are considered to be bathrooms and therefore, are non-habitable rooms which is acceptable according to the guidelines.

6.41 Overall, it is not considered that either of the two properties assessed would experience a noticeable reduction in daylight or sunlight when assessed in accordance with the BRE guidelines.

Outlook and Overlooking

6.42 The site is located on broadly the same plot as the existing building; however, the property does not extend as far to the rear, and is slightly increased in width at various points. The proposed development would be slightly closer to no. 16 Dene Road however, the windows on the flank elevation of the proposed development mostly serve non-habitable rooms (i.e. bathrooms) or stairwells. Where they serve a habitable room, this is on the ground floor and is unlikely to overlook the neighbouring building due to the existing hedge. Additionally, the proposals would not compromise the 45-degree line of sight from the nearest habitable rooms of the neighbouring properties on either side of the proposed building. This is confirmed and illustrated on the proposed site layout plan.

6.43 The two-storey element of the building is also slightly closer to no. 4 Sandy Lodge Way however, this is at the rear of the site and therefore, the area of increased width is not adjacent to the neighbouring building itself. The third storey element of the proposed development would not be any closer to no. 4 to the north. The neighbouring dwelling has an existing garage to the south of the property which prevents the proposed development from overlooking into the side windows of no. 4.

6.44 Within the pre-app response, it was noted that the Council had some concerns regarding the rear terraces and balconies and how they may adversely affect the amenity of the neighbouring properties. As a result, the balconies now include 1.8 m high opaque screens on either side to provide screening. It is also proposed to increase the planting on the northern and southern boundaries to assist in screening the balconies, and to provide amenity value for the future occupiers.

6.45 Notwithstanding this, the proposed site layout plan illustrates a viewing arc from the proposed balconies which does not conflict with the neighbouring windows or gardens.

6.46 The development is also a similar height compared to the existing building therefore, there would be no change in respect of outlook.

6.47 Overall, it is considered that the proposed development would not adversely affect the amenity of neighbours in respect of privacy, overlooking or overshadowing.

Access, Parking and Servicing

6.48 Local Plan policy DMT 2 states that development proposals must ensure safe and efficient vehicular access to the highways network.

6.49 The site is proposed to be accessed via the existing pedestrian and vehicular access on the Dene Road side. The existing car parking spaces will be removed, and replacement parking will be provided to the front of the site.

6.50 The existing access point on the Sandy Lodge Way side will be closed off for vehicles however, pedestrian access will remain.

6.51 Vehicle tracking plans have been prepared which confirm that vehicles can access the site from the road and are able to park, reverse and turn within the site in a safe and acceptable manner.

- 6.52 It is proposed that small-medium sized delivery vehicles could enter and leave the site in forward gear which is the recommended practice on highway safety grounds. This was supported by the Council's Highways Officer within the pre-app response.
- 6.53 A bin store will be provided adjacent to the existing vehicle and pedestrian access from Sandy Lodge Way. The bin store will have sufficient capacity for refuse and recycling for the number of units proposed.

Car Parking

- 6.54 The relevant car parking standards are those set out in Local Plan policy DMT 6. As per the policy, proposals are to comply with the parking standards set out in Appendix C, Table 1. The maximum parking standards for 1-2 bedrooms is 1-1.5 spaces per unit and the minimum standards for 3-bedroom flats is 2 spaces. Against the proposed 6 flats, this equates to a range of 7 - 9.5 spaces.
- 6.55 The scheme provides six car parking spaces, which falls short of the acceptable range outlined by the Council. The proposals, however, provide a 1 for 1 car parking space to flat ratio which is considered to be sufficient to accommodate the proposed development. It should also be noted the London Plan policy T6's consensus is that car-free development should be the starting point for all development that is well-connected to public transport, of which the development is. This is evident by the site's proximity to Northwood Underground Station (0.3 m) and various bus stops on Green Lane.
- 6.56 Policy T6.1 and Table 10.3 of the London Plan states that the maximum target for residential development in outer London areas with a PTAL of 2 is 0.75 spaces per 1-2 bed dwelling. Against the proposed 6 flats, this equates to 4.5 spaces. The proposal in this instance meets the policy standards.
- 6.57 Additionally, the pre-app response noted that the proposed number of car parking spaces (previously 7) was considered an acceptable compromise between regional and local policy requirements. The reduction of a single car parking space is considered to remain in line with these comments.
- 6.58 Despite exceeding the London Plan standard, the suburban setting is conducive to car parking provision which complies with the Local Plan in this instance.

Cycle Parking

- 6.59 The Local Plan requires at least 1 secure and accessible space for 2 bed units. The London Plan states that 2 long term cycle spaces should be provided per 2B2P+ dwellings.
- 6.60 In accordance with the local plan and London plan, the scheme provides two cycle parking spaces per unit, which is a total of 12 cycle parking spaces.
- 6.61 Overall, it is considered that the proposed access and servicing arrangements are sufficient to accommodate the proposed development. The development proposes sufficient car and cycle spaces in accordance with the London Plan standards, which has been previously accepted by the Council. The development is therefore in accordance with Local Plan policies DMT2, DMT6 and London Plan policies T6.1.

Trees and Ecology

Trees

- 6.62 London Plan policy G7 states that development proposals should retain existing trees of value where possible. The policy further states that the planting of additional trees should generally be included within new developments, including large-canopied species.
- 6.63 An Arboricultural Impact Assessment has been prepared by Arbol Euro Consulting which confirms that the proposed development would not require the removal of any trees. However, to allow for the erection of temporary scaffolding, the crown overhang of two trees (T4 and T5) would require some pruning.
- 6.64 In addition, new trees and planting are indicatively proposed which are illustrated on the proposed site layout plan. This includes trees and shrubs to the northern and southern boundaries, adjacent to the properties at no. 4 Sandy Lodge Way and no. 16 Dene Road. While providing ecological benefits, the additional planting will also aid in naturally screening the development from neighbouring properties.
- 6.65 The proposed planting will enhance the appearance of the proposed development, which also reflects the verdant nature of the wider area of Northwood, noting the site's location adjacent to the Area of Special Landscape Character.
- 6.66 It is considered that further details of the soft landscaping proposals will be provided and secured by a suitably worded condition.

Ecology

- 6.67 Local Plan policies EM1 and EM7 state that all development proposals should ensure the protection of biodiversity and aspire to include enhancement measures.
- 6.68 A Preliminary Ecology Report (PEA) and Bat Potential Roost Assessment (BRA) has been prepared by Three Shires Ecology to assess the ecological value of the existing site.
- 6.69 The PEA confirms that the value of the site is limited with negligible habitat value, both alone and in terms of connectivity to the wider landscape. There is limited potential for protected species and therefore the only recommendation in this regard is limited to providing additional planting throughout the site and to provide hedgehog pathways through the fences.
- 6.70 The BRA confirmed that the existing building is considered to be of low potential for roosting bats. The immediate surrounding habitat provides moderate suitability for commuting and foraging, which consists of small urban gardens and some larger trees around 50 m away from the site.

Drainage

- 6.71 London Plan policy SI13 states that development proposals should aim to achieve greenfield run-off and ensure that surface water run-off is managed as close to its source as possible.

- 6.72 Local Plan policy DMEI 10 requires all applications for new build development to include a drainage assessment demonstrating that Sustainable Drainage Systems (SuDS) have been incorporated into the scheme.
- 6.73 A Sustainable Water Management Report has been prepared by Flo Consulting who confirm that the proposed development is located within Flood Zone 1.
- 6.74 The report also assesses all feasible SuDS methods to include within the development. The feasible SuDS methods to be incorporated into the development include living roofs, water butts, permeable paving systems, filter drain systems, a flow control chamber and an attenuation tank in the form of cellular units.
- 6.75 In terms of surface water discharge, surface water will flow towards the eastern boundary and will discharge directly onto Woodridge Way. Flood water will flow away from the development and will not flow into any existing dwellings or buildings prior to discharge to Woodridge Way. Therefore, there will be no increased risk of flooding to areas on or near the site as a result of the proposed development. The development is therefore in accordance with London Plan SI13 and Local Plan DMEI 10.

7.0 CONCLUSION

7.1 This Planning Statement has been prepared by hgh Consulting and supports the proposed development which comprises the demolition of the existing property to redevelop the site to provide six, high-quality self-contained flats in Northwood.

7.2 The proposed development has been designed to complement the surrounding locale. The many benefits of the proposed development can be summarised as:

- (a) It optimises and makes effective use of a small, brownfield site that is sustainably located in close proximity to Green Lanes District Centre;
- (b) It provides six, family sized residential units (4 x 2b4p, 1x2b3p and 1 x 3b5p), which contribute towards the Borough's housing targets;
- (c) It has no adverse impact on neighbouring amenity in terms of daylight, sunlight and outlook and arguably improves it by shortening the built footprint to the rear;
- (d) It provides a high-quality standard of accommodation, which are all dual aspect, in excess of minimum space standards, and outdoor amenity space, including private balconies and terraces;
- (e) The new building will be of a higher quality sustainable standard, which includes an increased energy efficient design compared to the existing; and
- (f) The access arrangement poses no risk to its safe operation.

7.3 The proposal fully accords with the development plan when read as a whole and represents sustainable development. Accordingly, planning permission should be granted for the proposed development without delay.



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