



Planning statement

Site: 27 The Furrows Harefield Uxbridge UB9 6AT

Proposal: The proposal is for the erection of a two storey, 2-bed detached dwelling with parking and amenity space.

The Site and Surrounds: The application site located between no. 27 The Furrows and No. 1 Hillside. Both of these properties comprise two storey semi-detached properties with pebble dash and brick external facing. No.27 has a good sized front and rear garden with some landscaping and a gravel driveway which can accommodate at least three cars. To the rear there is a comparatively large enclosed garden. The property also benefits from a detached garage.

Background: This statement is to provide further detail in response to the decision notice dated 3 June 2020

Reasons for refusal:

The principle of intensifying the residential use of the site to the level proposed would have a detrimental impact on the character, appearance and visual amenity of the street scene and the surrounding area.

The Government has committed to building a further 300,000 homes a year until 2022 and according to reports, a staggering 8,385 new homes need to be built across Hillingdon by 2026. The UK faces a huge challenge in meeting these targets and this development will make a small but important contribution to meeting the local housing target.

This ☐ project has been designed with an awareness of environmental sustainability and will be constructed utilising modern construction methodology.

We plan to take merit from the surrounding properties and this development seeks to mimic other existing dwellings within the street.

If the council deem it necessary, we would request that it is considered appropriate that a materials schedule would be required prior to commencement of works by condition in order satisfy the council in terms of visual appearance of the proposed property.

The proposal has not demonstrated that sufficient off street parking/manoeuvring arrangements would be provided, and therefore the development is considered to result in substandard car parking provision, leading to on-street parking/queuing to the detriment of public and highway safety.

Policy DMT 6 states *Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.*

Appendix C states the requirement for car parking is 2 spaces per dwelling which as is evident from the enclosed drawings, the proposed development allows for.

The officers report which accompanies the decision notice of 3 June 2020 confirms that No.27 has a driveway which can accommodate at least three cars and that the property also benefits from a detached garage.



The proposed development will include some off road parking in the form of a garage therefore not encroaching on the exiting space available onsite and also alleviating the potential need for on street parking, mentioned above, as adequate off street parking is provided for the development, in line with the relevant planning policies.

With regards to queuing, this is extremely unlikely given that all properties in the immediate vicinity of the site, have off ample off street parking meaning the numerous on street parking spaces are more often than not, vacant.

If the council deem it necessary, we would request that it is considered appropriate that a Transport Statement would be required prior to commencement of works by condition, even though the site does provide the necessary spaces.

The proposed development, by virtue of its siting, size, scale, bulk, depth, height and proximity, would be detrimental to the amenities of the adjoining occupier at 27 The Furrows and 1 Hillside by reason of overdominance, visual intrusion, and loss of outlook.

As is shown on the enclosed site plan, due to the angle of the proposed property, it is set back from number 27 and runs alongside the existing garage of 1 Hillside as opposed to the house itself, therefore occupying 'vacant space' (as seen below) and not impacting to a detrimental effect upon the existing properties.





Conclusion:

In conclusion, we consider that the development, incorporating the principles established above, makes the most efficient use of the land.

The applicant has taken heed of the planning officer's concerns following the decision letter and requests that planning permission is allowed.

In terms of residential amenity, the proposal would provide high quality internal accommodation with spacious outdoor amenity space for use by future residents and meets the necessary space standards as set by the council.

We have taken all steps possible to satisfy the needs of the local authority and strongly believe this proposal should be recommended for approval.