

DELEGATED DECISION

- Please select each of the categories that enables this application to be determined under delegated powers
- Criteria 1 to 5 or criteria 7 to 9 must be addressed for all categories of application, except for applications for Certificates of Lawfulness, etc.

APPROVAL RECOMMENDED: GENERAL

Select Option

1. No valid planning application objection in the form of a petition of 20 or more signatures, has been received ☐
2. Application complies with all relevant planning policies and is acceptable on planning grounds ☐
3. There is no Committee resolution for the enforcement action ☐
4. There is no effect on listed buildings or their settings ☐
5. The site is not in the Green Belt (but see 11 below) ☐

REFUSAL RECOMMENDED: GENERAL

6. Application is contrary to relevant planning policies/standards ☐
7. No petition of 20 or more signatures has been received ☐
8. Application has not been supported independently by a person/s ☐
9. The site is not in Green Belt (but see 11 below) ☐

RESIDENTIAL DEVELOPMENT

10. Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha ☐
11. Householder application in the Green Belt ☐

COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT

12. Change of use of retail units on site less than 1 ha or with less than 1000 sq m other than a change involving a loss of A1 uses ☐
13. Refusal of change of use from retail class A1 to any other use ☐
14. Change of use of industrial units on site less than 1 ha or with less than 1000sq.m. of floor space other than to a retail use. ☐

CERTIFICATE OF LAWFULNESS

15. Certificate of Lawfulness (for proposed use or Development) ☐
16. Certificate of Lawfulness (for existing use or Development) ☐
17. Certificate of Appropriate Alternative Development ☐

CERTIFICATE OF LAWFULNESS

18. ADVERTISEMENT CONSENT (excluding Hoardings) ☐
19. PRIOR APPROVAL APPLICATION ☐
20. OUT-OF-BOROUGH OBSERVATIONS ☐
21. CIRCULAR 18/84 APPLICATION ☐
22. CORPSEWOOD COVENANT APPLICATION ☐
23. APPROVAL OF DETAILS ☐
24. ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where Heads of Terms have already received Committee approval ☐
25. WORKS TO TREES ☐
26. OTHER (please specify) ☐

The delegation powers schedule has been checked. Director of Residents Services can determine this application.

Case Officer

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informatives are satisfactory.

Team Manager:

Signature:

Date:

The decision notice for this application can be issued.

Director / Member of Senior Management Team:

Signature:

Date:

NONE OF THE ABOVE DATES SHOULD BE USED IN THE PS2 RETURNS TO THE ODPM

Item No. **Report of the Head of Planning, Transportation and Regeneration**

Address 27 THE FURROWS HAREFIELD

Development: Two storey, 2-bed detached dwelling with associated parking and amenity space

LBH Ref Nos: **11718/APP/2020/1017**

Drawing Nos: 27TF/P02 Rev. A
27TF/P01 Rev. A
27TF/P03

Date Plans received : 08/04/2020

Date(s) of Amendment(s):

Date Application Valid: 08/04/2020

1. SUMMARY

The proposal is for the erection of a two storey, 2-bed detached dwelling with parking and amenity space. The principle of the development is considered unacceptable and the proposal is considered not to protect the residential amenities of adjacent occupiers and would not provide a satisfactory level of residential amenity to its future occupiers. The new dwelling would have a negative impact upon the visual amenity of the site and the surrounding area contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed development, by reason of its siting, design, layout, and site coverage, would result in a cramped development of the site, which is visually incongruous (given the setting) and would fail to harmonise with the existing local and historic context of the surrounding area. 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 proposal is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), Policies 3.5, 7.1 and 7.4 of the London Plan (2016), guidance within The London Plan Housing Supplementary Planning Guidance (March 2016) and the NPPF (March 2012).

2 NON2 Non Standard reason for refusal

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 and contrary to policies DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and to Hillingdon's Adopted Parking Standards as set out in Appendix C of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

3 NON2 Non Standard reason for refusal

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. Therefore the proposal would be contrary to Policies DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies.

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMH 4	Residential Conversions and Redevelopment
DMH 6	Garden and Backland Development
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service. A pre-application advice was sought. As such, the applicant would have been aware of the previous reasons for refusal.

3. CONSIDERATIONS

3.1 Site and Locality

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.

3.2 Proposed Scheme

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

3.3 Relevant Planning History

11718/PRC/2019/176 27 The Furrows Harefield
proposed erection of new dwelling

Decision: 06-02-2020 OBJ

Comment on Planning History

11718/PRC/2019/176 - proposed erection of new dwelling
Objected on 06/02/20

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date:- Not applicable

4.2 Site Notice Expiry Date:- Not applicable

5. Comments on Public Consult

9 neighbouring properties were consulted by letter dated 9/4/20. By the close of the consultation period, 7 objections were received who raised their concerns for the following matters:

- Overlooking
- Impact on the amenity are of the adjacent neighbours
- Overshadowing
- Loss of privacy
- Noise
- Parking spaces
- Impact on the surrounding area
- Size, scale and design of the proposal

Internal Consultee:

Highway Officer:

Site Characteristics & Background

The site is located within a small residential catchment bounded by Moorhall/Harvil Road in Harefield.

The address is a semi-detached unit which shares a vehicular access with neighbouring No.1 Hillside and exhibits a single on-plot parking space on the property frontage and garage provision. Both 'The Furrows' and 'Hillside' are devoid of parking restrictions and the surrounding properties benefit from a moderate level of on-plot parking provisions. The site exhibits a PTAL of 1b which is considered as poor and as such heightens dependency on the use of private motor transport.

It is proposed to demolish the garage to the side of No.27 which would then allow for a new 2 bedroom 'back-land' residential unit to be constructed. The 2 on-plot parking spaces for the existing dwelling would be retained but reconfigured whilst 2 further spaces are to be arranged for the new unit which include a single space located within an integral garage.

Conclusion

Refusal on insufficient on-plot parking grounds is therefore recommended as follows:

"The application has been reviewed by the Highway Authority who are concerned that the proposal would exacerbate local parking stress due to the insufficient on-plot parking provision, and would therefore raise highway safety concerns, contrary to Local Plan: Part 2 Development Plan (2020) Policies DMT 1, DMT 2 & DMT 6 and Policies 6.3 and 6.13 of the London Plan (2016).

6. Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.H1 (2012) Housing Growth

Part 2 Policies:

DMH 4 Residential Conversions and Redevelopment

DMH 6 Garden and Backland Development

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 16 Housing Standards

DMHB 17 Residential Density

DMHB 18 Private Outdoor Amenity Space

DMT 2 Highways Impacts

DMT 6 Vehicle Parking

LPP 3.3 (2016) Increasing housing supply

LPP 3.4 (2015) Optimising housing potential

LPP 3.5 (2016) Quality and design of housing developments

LPP 3.8	(2016) Housing Choice
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

In addition: The proposed development is assessed against the Development Plan Policies contained within Hillingdon Local Plan: Part 1, the London Plan 2016, the NPPF and Hillingdon Local Plan: Part Two - Development Management Policies (2020)

7. MAIN PLANNING ISSUES

7.1 Impact on the amenities of the occupiers of neighbouring residential properties

Policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should also not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties or onto private open spaces. A minimum of 21m separation distance between windows of habitable rooms will be required to maintain privacy. The Council will also expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook.

The proposed development is of the same size and scale as the approved extended dwelling, however The proposal does not compromise the 45 degree line of sight from the first floor windows of the adjacent properties and given the degree of separation from those properties it is not considered that the proposal would harm the residential amenities of the occupiers of the adjoining properties from increased overshadowing and loss of sunlight. However, the property is sited wholly to the rear of both adjoining properties, such that it would result in a two storey wall within very close proximity of the boundaries. In this situation it is considered that the proposed development would impact unacceptably on the adjoining properties at nos 27 The Furrows and 1 Hillside, and in particular the use of their amenity space, by reason of visual intrusion and over-dominance.

It is considered that all the proposed habitable rooms, and those altered by the extension, would maintain an adequate outlook and source of natural light.

The proposed development would not be in accordance with the objectives set out in Policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020)

7.2 Impact on Street Scene

Policy DMHB 11: Design of New Development states that A) All development, including extensions, alterations and new buildings will be required to be designed to the quality standards, incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding: · scale of development, considering the height, mass and bulk of adjacent structures; · building plot sizes and widths, plot coverage and established street patterns; · building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; · architectural composition and quality of

detailing; and local topography, views both from and to the site; and . impact on neighbouring open spaces and their environment. ii) ensuring the use of high quality building materials and finishes; iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities; and iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

Policy DMHB 12: Streets and Public Realm A) Development should be well integrated with the surrounding area and accessible. It should: i) improve legibility and promote routes and wayfinding between the development and local amenities; ii) ensure public realm design takes account of the established townscape character and quality of the surrounding area; iii) include landscaping treatment that is suitable for the location, serves a purpose, contributes to local green infrastructure, the appearance of the area and ease of movement through the space; iv) provide safe and direct pedestrian and cycle movement through the space; v) incorporate appropriate and robust hard landscaping, using good quality materials, undertaken to a high standard; vi) where appropriate, include the installation of public art; and vii) deliver proposals which incorporate the principles of inclusive design. Proposals for gated developments will be resisted.

The surrounding area is largely characterised by a semi detached properties of a uniform design, with minor variations to add interest. It is also characterised by reasonable gaps between buildings, giving a sense of spaciousness. This sense of spaciousness is more evident at junction properties and where the road takes a sharp turn. The proposed dwelling would infill, to a large extent, this characteristic open gap, giving the impression of having been squeezed into the site. This is further emphasised by the design of the property with its front fenestration. It is noted that surrounding properties in The Furrows and Hillside benefits from a front bay window feature but the proposed development would have a different front elevation design which would be at completed odds with the prevalent character of the surrounding properties and the road in general. As such the proposal would be contrary to the requirements of Policy DMHB 11 that new buildings should be designed to quality standards and incorporate principles of good design including building plot sizes and widths, plot coverage and established street patterns, building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure, architectural composition and quality of detailing.

7.3 Traffic Impact/Pedestrian Safety

As below

7.4 Carparking & Layout

Site Characteristics & Background

The site is located within a small residential catchment bounded by Moorhall/Harvil Road in Harefield.

The address is a semi-detached unit which shares a vehicular access with neighbouring No.1 Hillside and exhibits a single on-plot parking space on the property frontage and garage provision. Both 'The Furrows' and 'Hillside' are devoid of parking restrictions and the surrounding properties benefit from a moderate level of on-plot parking provisions. The site exhibits a PTAL of 1b which is considered as poor and as such heightens dependency on the use of private motor transport.

It is proposed to demolish the garage to the side of No.27 which would then allow for a new 2 bedroom 'back-land' residential unit to be constructed. The 2 on-plot parking spaces for the existing dwelling would be retained but reconfigured whilst 2 further spaces

are to be arranged for the new unit which include a single space located within an integral garage.

Parking Provision

Local Plan Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

It is proposed to provide a single 2 bedroom detached dwelling on part of the garden area of No.27 including the demolition of the 'single' garage to the rear. In order to comply with the adopted parking standard the maximum on-plot requirement demands up to 2 spaces. The proposal is presented with this level of provision hence would appear to meet the standard.

However the integral garage space as proposed measures approximately 2.3 - 2.4m in width and 4.6m in length. Hillingdon's Local Plan: Part 2 - Development Management Policy DMT 6 (Appendix C - Table 1(a) section 8) incorporates guidance that stipulates that "Garages should be an internal width minimum of 3000mm x 6000mm (length)". The proposed garage does not therefore comply with the above policy hence is discounted as a parking provision which reduces proposed on-plot provision to 1 space only.

It is therefore considered that a refusal on insufficient parking grounds is justifiable as private car dependency generated by the proposal is likely to be high due to the very poor PTAL rating, as highlighted earlier, which would potentially contribute to undue long term parking displacement onto the public highway. This likelihood is further exacerbated by the lack of on-street parking restrictions which inherently contribute to on-street car parking pressure and demand.

Electric Vehicle Charging Points (EVCP's)

In line with the emerging London Plan, within any final parking quantum there is a requirement for a 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions. In this case, all spaces should be designated as 'passive' in order to future proof for anticipated demand. This aspect would be dealt with via planning condition.

Cycling Provision

In terms of cycle parking there should be a provision of 2 secure and accessible spaces for the new unit in order to conform to the adopted minimum borough cycle parking standard. The applicant has confirmed acceptance of this level of provision and a suitable cycle store location is achievable but not indicated on plan and should therefore be secured via planning condition.

Existing Vehicular Access

The proposed shared access arrangement to serve 3 dwellings (No.27, the new unit and No.1 Hillside) conforms to the Government's Manual for Streets (MfS) - circa 2007 best practice for new development road and parking layouts guidance and is therefore considered fit for purpose. There are no further observations.

Vehicular Trip Generation

Local Plan Part 2 Policies DMT 1 and DMT 2 require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. The scale of proposal does not warrant concern based on potential traffic activity which is considered relatively insignificant in generation terms and therefore can be absorbed

within the local road network without notable detriment to traffic congestion and road safety.

Operational Refuse Requirements

Refuse collection would be conducted from 'The Furrows'.

In order to conform to accepted refuse 'waste collection distances' from the point of collection, any bin store location should be positioned within 10m of a refuse vehicle i.e. the public highway. Although no detail is shown, this aspect can be secured via planning condition. In any event, it is highly likely that an informal on-plot management regime would be established to ensure that any refuse is positioned within the above distance parameter on collection days. There are no further observations.

Conclusion

Refusal on insufficient on-plot parking grounds is therefore recommended.

7.5 Urban Design, Access and Security Considerations

Internal Floorspace

London Plan Policy 3.5 seeks to ensure that all housing developments are of the highest quality, both internally and externally and in relation to their context and the wider environment.

The London Plan sets out the minimum internal floor spaces required for developments in order to ensure that there is an adequate level of amenity for existing and future occupants. It recommends a minimum standard of 79 sqm for a 2 bed 4 person 2 storey dwelling. The floor plans show that the dwelling provides in excess of this level.

Private amenity space

DMHB 18 states that development should incorporate usable attractively laid out and conveniently located amenity space and a 2 bed property would require a minimum of 60 sqm. The proposal would provide some 75 sqm of private garden areas to the rear of the property. The proposal therefore complies with policy DMHB 18 of the Local Plan: Part Two - Development Management Policies (2020).

7.6 Other Issues

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per sq metre.

CIL: 11,379.96

MCIL : 5,356.60

Total = 16,736.56

8. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

Hillingdon Local Plan: Part Two - Development Management Policies (2020)

The London Plan (2016)

The Housing Standards Minor Alterations to The London Plan (March 2016)

Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)

Technical Housing Standards - Nationally Described Space Standard

National Planning Policy Framework

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