

DELEGATED HOUSEHOLDER 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 242 NORTHWOOD ROAD HAREFIELD

Development: Erection of a front wall, pillars, and gate (retrospective)

LBH Ref Nos: **36557/APP/2021/4630**

Drawing Nos: NWR04
NWR/01
NWR02

Date Plans Received: 23/12/2021

Date(s) of Amendment(s):

Date Application Valid: 23/12/2021

1. CONSIDERATIONS

1.1 Site and Locality

This site is occupied by a two-storey detached house located on the east side of Northwood Road. The open agricultural land across the road, to the west of the site, is designated Green Belt - as is the land to the rear of the back gardens to the east. The roadside character of this area is predominantly rural to the west with an unkerbed road edge, long grass verge and field hedgerow. At both ends of the line of housing the eastern edge of the road reverts to a field hedgerow which re-enforces the rural character of the area.

Numbers 244 and 234 Northwood Road are located to the east and west of the site, respectively.

The application site is not designated within a Conservation Area, nor an Area of Special Local Character. The site does not contain any Listed Buildings. There are no trees that are subject to a Tree Preservation Order within the site or on adjoining land. The site is not within a Critical Drainage Area nor a Surface Water Flood Zone.

1.2 Proposed Scheme

The proposal seeks for retrospective permission of the erection of a front wall, pillars, and gate.

1.3 Relevant Planning History

36557/E/88/2681 242 Northwood Road Harefield

Erection of a single-storey rear extension

Decision Date: 27-01-1989 Approved

Comment on Planning History

No relevant history.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- 23rd February 2022

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

Two neighbours, Trees and Landscape, Planning Policy and Conservation were consulted on 25-01-22. The consultation period expired on 15-02-22 and there were three representations received by the end of the consultation period.

Conservation:
No comment

Policy:
No comment

Trees and Landscape:

COMMENT The current application seeks retrospective approval for a length of 1.3metre high brick wall, topped with black painted steel railings. The brick piers are 2.1metres in height. This combination of high wall and steel railing detail has introduced a higher and more formal and heavy-handed level of enclosure to what is essentially an informal country lane. Ideally, any vertical barrier should be no more than 1.0/1.2 metres in height, and preferably in the form of a timber fence (post and rail?) with a timber field gate. If more privacy / enclosure is required, a hedge could be planted behind the fence.

RECOMMENDATION The boundary wall details are detrimental to the character and appearance of the area - and fail to comply with policies DMEI6, DMHB12 and DMHB14. The application should be refused. An amended proposal may be acceptable if the wall height could be reduced and detailing amended -including the removal of the steel railings and gate. Otherwise, an alternative boundary treatment should be considered which complements the area.

On 14-04-22 Highways were consulted and commented on the proposal:

- Waiting on the carriageway is a concern as this is a busy road and a bus route.
- We would need to see visibility pulling out as it looks restricted.

Officers comments:
As material considerations will be discussed below.

4. 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

Part 2 Policies:

DMHB 14	Trees and Landscaping
DMEI 6	Development in Green Edge Locations
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP T4	(2021) Assessing and mitigating transport impacts
LPP D4	(2021) Delivering good design
LPP D6	(2021) Housing quality and standards
NPPF12	NPPF 2021 - Achieving well-designed places

5. MAIN PLANNING ISSUES

The main considerations are the design and impact on the character of the existing property, the impact upon the streetscene and locality, the impact upon the amenities of adjoining occupiers and the impact on highway and pedestrian safety.

Character and Appearance:

Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012) seeks a quality of design in all new development that enhances and contributes to the area in terms of form, scale and materials; is appropriate to the identity and context of the townscape; and would improve the quality of the public realm and respect local character.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that new development will be required to be designed to the highest standards and incorporate principles of good design.

Policy DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development should be well integrated with the surrounding area.

Policy DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development will be expected to:

A) retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

Policy DMEI 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that

development in Green Edge Locations New development adjacent to the Green Belt, Metropolitan Open Land, Green Chains, Sites of Importance for Nature Conservation, Nature Reserves, countryside, green spaces or the Blue Ribbon Network should incorporate proposals to assimilate development into the surrounding area by the use of extensive peripheral landscaping to site boundaries.

The current application seeks retrospective approval for a length of 1.3metre high brick wall, topped with black painted steel railings. The brick piers are 2.1metres in height. This combination of high wall and steel railing detail has introduced a higher, more formal and heavy-handed level of enclosure to what is essentially an informal country lane. The site has become fortified, closed off and visually out of character as a result of the development.

There are no examples of similar boundary treatments in the immediate locality or wider streetscene. The front boundary treatments of the ribbon of residential development on the east side are generally open, or low at up to approximately 1 metre in height. The boundaries tend to be more suburban in character with a mix of materials and treatments. The front boundaries are defined by a range of finishes including undefined /open plan, mixed shrub planting, hedges, timber pale fencing, timber field gates - with occasional low brick walls.

The boundary wall details are detrimental to the character and appearance of the area - and fail to comply with policies DMEI6, DMHB12 and DMHB14.

The proposal therefore fails to comply with all the criteria set out Policies DMEI6, DMHB12

and DMHB14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020). It is considered that the proposal would cause harm to the character and appearance of the host dwelling and the surrounding area. Therefore, the proposal fails to accord with the objectives of Policy BE1 of the Hillingdon Local Plan: Part One Strategic (2012) and Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

Residential Amenity:

Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that planning applications relating to alterations and extensions of dwellings will be required to ensure that: ii) a satisfactory relationship with adjacent dwellings is achieved; and v) there is no unacceptable loss of outlook to neighbouring occupiers.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that development proposals do not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The neighbouring properties that must be considered for this proposal are numbers 244 and 234 Northwood Road as these are the principle neighbouring properties.

Number 234 Northwood Road is located to the west of the host. Due to the proximity of the boundary treatment it is considered that there would be no adverse affect in terms of daylight/sunlight and overbearing affect and would not impact the living condition at no.234.

Number 244 Northwood Road is located east. Due to the proximity of the proposal, it is considered that it would not adversely impact on the living conditions of the neighbouring occupiers at No.244, in terms of daylight/sunlight, outlook and overbearing effect.

Overall, it is considered that the proposal would not adversely effect the amenities of neighbouring occupiers, in accordance with Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

External Amenity Space Provision:

A sufficient amount of private amenity space will be retained to meet the minimum standards set out in Table 5.3 (Private Outdoor Amenity Space Standards) of the Hillingdon Local Plan Part 2: Development Management Policies (2020). The proposal, therefore, would not undermine the provision of external amenity space, in accordance with Policy DMHB 18 of the Hillingdon Local Plan Part 2: Development Management Policies (2020).

Highways Safety:

Policy DMT 2 states 'Development proposals must ensure that:

i) safe and efficient vehicular access to the highway network is provided to the Council's standards; ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents; iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes; iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and v) there are suitable mitigation

measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.'

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. The Council may agree to vary these requirements when: i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity.'

Paragraph 8.13 of the Local Plan (Part 2) states 'The Council will not support development which will unacceptably contribute to traffic movements, deleteriously impact on the highway network or road user safety (including to pedestrians) or, affect residential amenity including by noise, congestion or inadequate parking provision. Proposals which are likely to generate through traffic should avoid the use of local distributor and access roads. Development proposals must provide safe and adequate vehicular access, servicing and parking areas.

The lack of a vehicle set back to allow vehicles to move away from the carriageway for the gates to open is a serious concern. When the gates are closed, this arrangement results in a block of the main carriageway whilst the gates are opening. It is noted that this is a busy road and bus route which makes it even more dangerous in terms of highway safety. This does not comply with Policy DMT 2.

Concerns are also raised from Highways with regard to this arrangement, alongside the height of the boundary treatment and subsequent impact on visibility. Vehicles leaving the site have their views restricted by the development.

It is noted that the Design and Access Statement suggests the gates, whilst installed as automatic / remote, will normally be left open however, there is no reasonable planning condition that could be attached to secure this.

Conclusion:

The main report demonstrates that the proposed boundary treatment does not comply with the policies set out in the Hillingdon Local Plan: Part Two - Development Management Policies (2020). Therefore, the application is recommended for refusal due to its harmful impact on character and appearance as well as highway and pedestrian safety.

6. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed front development, by reason of its height, design and siting would result in a fortified appearance to the site which would fail to respect the established character and appearance of the host property and wider streetscene. The proposal would result in a harmful loss of openness along this part of Northwood Road, detrimental to the established character and appearance of the area. As such the proposal is contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11, DMHB 12, DMHB 14 and DMEI 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

2 NON2 Non Standard reason for refusal

Due to the height, siting and close proximity of the gate to the carriageway, as well as the

lack of a set back, the proposal has an unacceptable impact on highway and pedestrian safety. The proposal results in a traffic build up (and associated congestion on the carriageway) as car users wait for the gates open in order to enter the site. The proposal also has a hazardous impact on visibility as it impedes important sight lines. The proposed development is therefore unacceptable in terms of highway and pedestrian safety and is considered to be contrary to Policies DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

INFORMATIVES

Standard Informatives

- 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 The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) 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.

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMHB 14	Trees and Landscaping
DMEI 6	Development in Green Edge Locations
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LPP D4	(2021) Delivering good design
LPP D6	(2021) Housing quality and standards
NPPF12	NPPF 2021 - Achieving well-designed places

Contact Officer: Emilie Bateman

Telephone No: 01895 250230