

Report of the Head of Planning, Sport and Green Spaces

Address 48 POLE HILL ROAD HILLINGDON
Development: Single storey detached outbuilding to rear for use as garage
LBH Ref Nos: 33924/APP/2013/1696
Drawing Nos: Plan and photograph
PLAN
BLOCK PLAN
LP01

Date Plans Received: 20/06/2013 **Date(s) of Amendment(s):** 20/06/2013
Date Application Valid: 05/07/2013 24/09/2013

1. CONSIDERATIONS

1.1 Site and Locality

The application relates to a detached bungalow located on a corner plot between Pole Hill Road and Harrow View. The brick and tile dwelling is set back from the road by over 10 metres by an area of soft landscaping. There is no vehicular crossover to the front of the property. There is an existing single storey extension to the rear. The rear garden boundary is surrounded by a fence. To the side of the property along Harrow View is a vehicular crossover with a side gate to access an area of hardstanding and does not have a pavement. □

□

The property benefits from a single storey rear extension which was approved under application 33924/83/1484 in 1983. □

□

The street scene is residential in character and appearance and the application site lies within the Development Area, as identified in the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

1.2 Proposed Scheme

Retrospective planning permission is sought for an outbuilding at the rear of the garden to be used as a garage. The outbuilding measures 6.30m deep, 4.65m - 5.67m wide and have a flat roof 2.95m high with a floor area of 28sq.metres. The outbuilding is constructed of yellow brick. There is no vehicular crossover proposed as part of this application to serve the garage.

1.3 Relevant Planning History

33924/83/1484 48 Pole Hill Road Hillingdon
Single storey rear extension.

Decision Date: 10-11-1983 Approved **Appeal:**
33924/APP/2013/1683 48 Pole Hill Road Hillingdon

Erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 6 metres, for which the maximum height would be 2.9 metres, and for which the height of the eaves would be 2.5 metres

Decision Date: 08-08-2013 Refused **Appeal:**

33924/APP/2013/61 48 Pole Hill Road Hillingdon

Conversion of roof space to habitable use to include 2 side dormers involving alterations to the roof of existing single storey extension(Application for a Certificate of Lawful Development for a Proposed Development).

Decision Date: 07-03-2013 Approved **Appeal:**

33924/APP/2013/755 48 Pole Hill Road Hillingdon

Single storey rear extension with habitable roofspace to include 2 side dormers involving part demolition of existing rear element

Decision Date: 21-06-2013 Refused **Appeal:**

Comment on Planning History

33924/APP/2013/1683 - Prior approval was refused for a single storey rear extension 6m deep.

33924/APP/2013/61 - In 2013 Lawful Development Certificate was granted for the erection of dormer windows.

33924/APP/2013/755 - Planning permission was refused for a single storey rear extension with habitable roofspace to include 2 side dormers involving part demolition of existing rear element for the following reason:

The proposed development, by reason of the size, bulk, scale and design of the proposed dormers combined with the dormers currently under construction, would represent an incongruous and visually intrusive form of development which would be detrimental to the character and appearance of the host dwelling, the street scene and the surrounding area generally, contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Extensions.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- Not applicable

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

EXTERNAL CONSULTTEES:

4 neighbours were consulted by letter dated 9th July 2013. A petition with 21 signatories was received objecting to the application. Three letters of representation were received with the following objections:

1. It is not a garage, but a habitable dwelling;□
2. The building has already been erected. Water and electric services have been installed, back and front doorways are introduced and double glazed French doors. A small window has been installed directly over a soil pipe, thus indicating some sort of living abode.□
3. An additional problem would arise from extra vehicle parking in the close if the property is turned into multiple occupation.□
4. The boundary hedge has been removed and replaced with an oversized wooden fence.□
5. The extension has a height of 3m, which is just too high.□

□
Officer comment: Issues Nos. 1-3 could be dealt with by condition to ensure the outbuilding would not be used as a separate residential unit. Issue No.4 is not part of this application. All other issues are addressed in the main body of the report.□

□
A Ward Councillor has requested that the determined at Committee.□

□
INTERNAL CONSULTTEES:□

□
Highway Comments:□

□
This is a retrospective application. The building is denoted on the drawings as an outbuilding. Considering the nature of the building including two double doors with double glazing and a double glazed window, and that the existing floor level is considerably higher than the adjacent ground level in front of the shutter door, the finished floor level will be even higher, the building does not appear to be designed and constructed for car parking purposes.□

□
The application form states that a new or altered access to the highway is not proposed. The garage door is not located in front of the existing crossover, therefore an additional new crossover is necessary for the building to be used as a garage for parking a vehicle.□

□
Notwithstanding the above, the applicant has not demonstrated that the turning and internal space requirements are satisfactory for the outbuilding to be used as a garage. We have considered multiple scenarios with different turning movements/angles and vehicle parking angles, which demonstrate that the layout of the outbuilding is unsatisfactory for car parking.□

□
The road in front of the garage door is narrow, resulting in a substandard turning space of around 5.3m (around 4.7m road width + around 0.5m on the verge). Minimum turning requirement for a standard car parking space is 6m, generally a longer turning space is required for garages due to the restrictive movements. □

□
Sightlines for a vehicle emerging from the outbuilding are totally blocked due to the outbuilding walls. Furthermore, for the existing vehicular access, sightlines to the east are blocked by the outbuilding. The absence of the requisite sightlines is considered to be prejudicial to highway safety. □

□
Considering the issues discuss above, the proposal is considered to be contrary to the Council's policy AM7 of the Local Plan part 2.□

□
Officer Note: The submitted application form clearly states that the intended use of the outbuilding is as a garage and the presence of a vehicular access door adjacent to the

highways is clearly indicative that the building is intended to be accessed by motor vehicles. Accordingly, the adequacy of the building to accommodate motor vehicles is a significant material consideration.

4. UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

AM14 New development and car parking standards.

BE13 New development must harmonise with the existing street scene.

BE15 Alterations and extensions to existing buildings

BE19 New development must improve or complement the character of the area.

BE20 Daylight and sunlight considerations.

BE21 Siting, bulk and proximity of new buildings/extensions.

BE23 Requires the provision of adequate amenity space.

BE24 Requires new development to ensure adequate levels of privacy to neighbours.

BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

HDAS-EXT Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008

LPP 5.3 (2011) Sustainable design and construction

5. MAIN PLANNING ISSUES

The main issues for consideration in determining this application relate to the effect of the detached garage on the character and appearance of the original dwelling, the impact on the visual amenities of the surrounding area, the impact on residential amenity of the neighbouring dwellings, provision of acceptable residential amenity for the application property and the availability of parking. □

□

Policy BE15 of the Local Plan state that extensions must be in keeping with the scale, form and architectural composition of the original building. BE19 also states that new developments should complement or improve the amenity and character of the area. □

□

Section 9 of the Council's adopted Supplementary Planning Document (SPD) HDAS: Residential Extensions sets out criteria to assess outbuildings against: the requirements are that the proposed should be set back 500mm from the boundaries and positioned as far away from the house as possible, the external materials should be similar to the existing house, that a flat roof should be no higher than 3m and that windows would only be permitted in elevation facing owners main house. □

□

The outbuilding currently stands immediately adjacent to the side boundary adjoining No.50 Pole Hill Road and is 2.95m high with a flat roof. As there is no pavement, the outbuilding would abut the highway, contrary to the above guidance. □

□

In respect of the scale of the building, the proposal at 28sq.m in footprint represents a size 20% that of the 137sq.m of the existing house. This is considered to fall within a scale subservient to that of the main house. □

□

Due to its location abutting the highway, the building is very prominent in the streetscene and is out of character with the nature of the street, especially with no footway between the vehicle carriageway and the side boundary line of the site. It has been noted there are garages on the opposite side of the street, however these garages are much smaller in size and are set back from the carriageway by the footway. As such, the detached garage at the application site would be much more imposing and would have an unacceptable impact on the visual amenities of the surrounding area, contrary to Policies BE13, BE19 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and HDAS: Residential Extensions. □

□

With regard to the impact on the amenities on neighbouring properties, the outbuilding would be positioned as far away as possible from the existing house and would have a small window and door facing the rear elevation of the properties. As such, it is considered that the proposal would not have a material impact on the neighbouring properties. Therefore the proposal would comply with policies BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). □

□

239sqm of private amenity space would be retained in compliance with paragraph 5.13 of the HDAS: Residential Extensions and policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). □

□

The application form states the outbuilding would be used as a garage. HDAS: Residential Extensions states a garage should be set back at least 2.4m from the back edge of the roadway and use a roller shutter. The internal dimensions should allow at least 4.8m x 3m for a single garage. Whilst the garage would comply with these dimensions, the layout of the internal space in relation to the garage door is such that it would still not be easily capable of accommodating a motor vehicle. Further, it would not be set back 2.4m from the back edge of the roadway, contrary to the above guidance. The existing crossover is not located in front of the garage doors and a new crossover would therefore be required for the outbuilding to be used as a garage. The highways officer has objected to the proposal on the basis it would not enable safe access/egress or parking for a motor vehicle. However, the submitted plans do not show a proposed vehicular crossover serving the garage and would therefore not be able to use the garage to park cars. As such, the proposal would conflict with Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). □

□

In light of the above, it is considered the application is recommended for refusal.

6. **RECOMMENDATION**

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The outbuilding, by reason of its location abutting the highway, would be very prominent and imposing in the streetscene and is out of character with the nature of the street. As such, the detached garage would conflict with policies BE13, BE19 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and HDAS: Residential Extensions.

2 NON2 Non Standard reason for refusal

The garage; by reason of its overall design including insufficient set back from the roadway, substandard sightlines and inadequate manoeuvring space is inadequate to accommodate a motor vehicle and would lead to conditions prejudicial to highway and pedestrian safety.. As such, the proposal would conflict with Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

INFORMATIVES

- 1** On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies. On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

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 (July 2011) and national guidance.

Part 1 Policies:

PT1.BE1 (2012) Built Environment

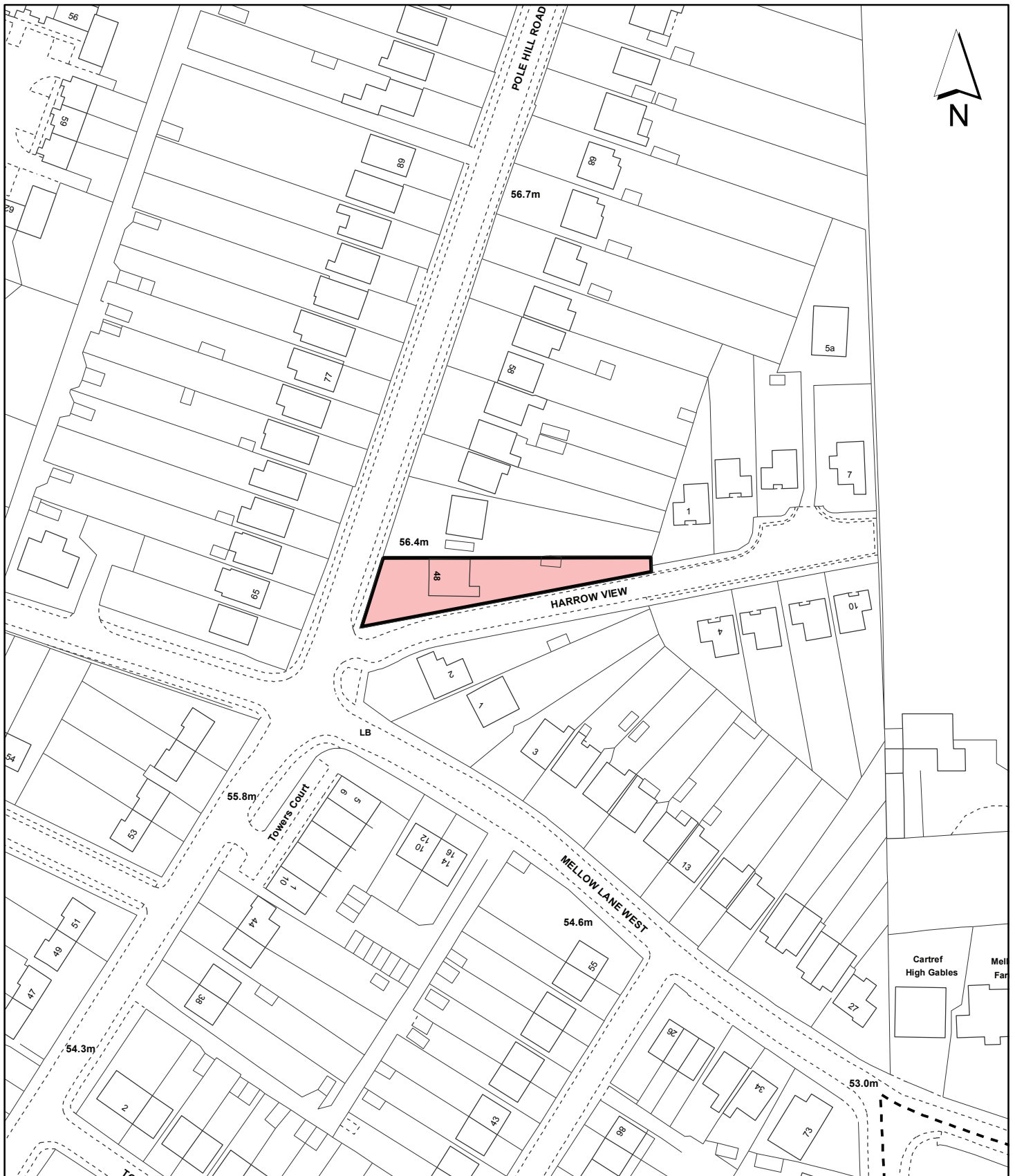
Part 2 Policies:



AM14 New development and car parking standards.
BE13 New development must harmonise with the existing street scene
BE15 Alterations and extensions to existing buildings
BE19 New development must improve or complement the character of the area.

BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
LPP 5.3	(2011) Sustainable design and construction

Contact Officer: Mandeep Chaggar

Telephone No: 01895 250230



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).</p> <p>Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p style="text-align: center;">48 Pole Hill Road Hillingdon</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p style="text-align: center;">33924/APP/2013/1696</p>	<p>Scale</p> <p style="text-align: center;">1:1,250</p>	
	<p>Planning Committee</p> <p style="text-align: center;">Central and South</p>	<p>Date</p> <p style="text-align: center;">October 2013</p>	