

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 11 CARNARVON DRIVE HAYES

Development: Erection of two storey attached dwelling with associated parking, amenity space and widening of existing dropped kerb (following demolition of single storey side extension and outbuilding)

LBH Ref Nos: **35377/APP/2021/3311**

Drawing Nos: 1182-P-020 Location and Site Plan
 1182-P-021 Existing Ground and First Floor Plans.
 1182-P-027 Proposed Elevations Sheet 1 of 2
 1182-P-025 Proposed First floor plan
 1182-P-026 Proposed Roof Plan.
 1182-P-028 Proposed Elevations Sheet 2 of 2
 1182-P-024 Proposed Ground floor plan
 1182-P-023 Existing Elevations
 1182-P-022 Existing Loft and Roof Plans.

Date Plans received : 31/08/2021

Date(s) of Amendment(s):

Date Application Valid: 31/08/2021

1. **SUMMARY**

The application seeks planning permission for the erection of two storey attached dwelling with associated parking, amenity space and widening of existing dropped kerb (following demolition of single storey side extension and outbuilding)

2. **RECOMMENDATION**

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed development, by reason of its siting in this visually prominent position, projection forward of the recognised established return building line along Carnarvon Drive, size, scale, layout, width and detailed design would constitute an incongruous and cramped form of development resulting in the loss of the open aspect of this prominent corner plot. The proposal would therefore represent an overdevelopment of the site to the detriment of the character and the visual amenities of the area and to this existing open area of the street scene. Therefore the proposal is contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies, Policies D3, D4 and D6 of the London Plan (2021) and the NPPF.

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.

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
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 I71 LBH worked applicant in a positive & proactive (Refusing)

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 Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service.

4 I74 Community Infrastructure Levy (CIL) (Refusing Consent)

This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012.

3. CONSIDERATIONS

3.1 Site and Locality

The application property comprises a two bed terraced dwelling located on the eastern side of Carnarvon Drive on a prominent corner plot with Glamis Crescent to the north. The property has been extended to the side/rear by way of a single storey extension. The property has converted its roofspace with a hip to gable extension and rear dormer. A detached garage is sited to the side alongside the boundary with No. 13 Carnarvon Drive.

3.2 Proposed Scheme

The application seeks planning permission for the erection of two storey attached dwelling with associated parking, amenity space and widening of existing dropped kerb (following demolition of single storey side extension and outbuilding)

3.3 Relevant Planning History

35377/APP/2007/645 11 Carnarvon Drive Hayes

ERECTION OF PART TWO-STOREY, PART FIRST FLOOR SIDE AND REAR EXTENSION AND INSTALLATION OF PITCHED ROOF TO FRONT OF EXISTING SINGLE STOREY SIDE EXTENSION

Decision: 30-04-2007 Refused

35377/APP/2020/3089 11 Carnarvon Drive Hayes

1-bed detached dwelling with habitable roofspace, parking and amenity space and installation of vehicular crossover to front

Decision: 30-11-2020 Refused

35377/APP/2021/1523 11 Carnarvon Drive Hayes

Demolition of existing side/rear extension, detached garage and sheds and erection of 1 x 2-bedroom dwelling house with associated parking, involving the installation of vehicular crossover extension to front and amenity space

Decision: 30-06-2021 Refused

35377/B/88/2675 11 Carnarvon Drive Hayes

Erection of a single-storey side & rear extension

Decision: 25-01-1989 Approved

Comment on Planning History

It is noted that planning application reference 35377/APP/2021/1523 for the demolition of existing side/rear extension, detached garage and sheds and erection of 1 no. 2-bedroom dwelling house with associated parking, involving the installation of vehicular crossover extension to front and amenity space was recently refused for the following reasons:

1. The proposed development, by reason of its siting in this visually prominent position, projection forward of the recognised established return building line along Carnarvon Drive, size, scale, layout, width and detailed design would constitute an incongruous and cramped form of development resulting in the loss of the open aspect of this prominent

corner plot. The proposal would therefore represent an overdevelopment of the site to the detriment of the character and the visual amenities of the area and to this existing open area of the street scene. Therefore the proposal is contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies, Policies D3, D4 and D6 of the London Plan (2021) and the NPPF.

2. In the absence of a Tree Survey and Arboricultural Implication Assessment to BS5837: 2005 standards, the application has failed to demonstrate that the development will safeguard existing street trees adjacent to the site and further fails to demonstrate that the long term survival of the tree(s) would be unaffected by the development. The proposal is therefore contrary to Policies DMHB11, DMHB12 and DMHB14 of the Hillingdon Local Plan: Part 2 - Development Plan Policies (January 2020).

Officer note: The current application is supported by a Tree Survey and the house has been set back 1m from that which was previously refused with the bay window being set back 1.5m over that which was refused.

35377/APP/2020/3089 - 1-bed detached dwelling with habitable roofspace, parking and amenity space and installation of vehicular crossover to front refused on 30/11/20 for the following reasons:-

1. The proposed development, by reason of its siting, size, scale, layout, width and detailed design would constitute an incongruous and cramped form of development resulting in the loss of the open aspect of this prominent corner plot which would not be in keeping with the prevailing character of residential dwellings in the area and would appear incongruous within the streetscene. The development would therefore be harmful to the character and appearance of the site, the street scene and the wider area 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 Plan Policies (2020) and Policies 3.5 and 7.4 of the London Plan (2016).

2. The proposed development, would result in the unacceptable subdivision of an existing residential garden resulting in the loss of the openness of this prominent corner plot. The development would therefore constitute an unacceptable form of garden development and is therefore unacceptable in principle. The development would therefore be contrary to Policy DMH 6 of the Hillingdon Local Plan: Part Two - Development Plan Policies (2020).

3. The proposal fails to provide amenity space of sufficient size and quality commensurate to the size and layout of the proposed development. As such the proposal would provide a substandard form of accommodation for future residents contrary to Policies DMHB11 and DMHB18 of the Hillingdon Local Plan: Part Two - Development Plan Policies (2020).

4. In the absence of a Tree Survey and Arboricultural Implication Assessment to BS5837: 2005 standards, the application has failed to demonstrate that the development will safeguard existing street trees adjacent to the site and further fails to demonstrate protection for long-term retention of the trees. The proposal is therefore contrary to Policies DMHB11, DMHB12 and DMHB14 of the Hillingdon Local Plan: Part Two - Development Plan Policies (2020).

5. Due to the proposed siting of the off street parking bays and direct pedestrian access

for the existing dwelling, it is considered this would result in a large area of hardstanding/parking on this frontage, and partial loss of the hedge which would not allow sufficient space to mitigate this impact by way of soft landscaping. The proposal would therefore be detrimental to the visual amenities of the street scene and character and appearance of the wider area, contrary to Policies DMHB11, DMHB12 and DMHB14 of the Hillingdon Local plan - Part Two (2020).

6. The proposal has not demonstrated that sufficient off street parking/manoeuvring/access arrangements would be provided, and therefore the development is considered to result in substandard car parking provision with regard to the Councils approved car parking standard, leading to possible on-street parking /queuing to the detriment of public and highway safety and contrary to Policies DMT2 and DMT6 of the Hillingdon Local Plan - Part Two (2020).

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

Landscape Officer -

This site is occupied by a two-storey end of terrace house located at the junction with Glamis Crescent. The terrace is set at an angle creating a larger than average triangular-shaped plot with a garage and shed located along the southern boundary. The front boundary is defined by an established mature hedge. There are no TPO's or Conservation Area designations affecting the site, however, there is a hedge along the front boundary and two highway /street trees, a sycamore and Crab apple, are located in the footway in front of the property. COMMENT This submission follows the refusal of application ref. 35377/APP/2021/1523. A tree report by All Arboriculture has carried out an arboricultural impact assessment and concludes that the proposal can be implemented without any adverse impact on the trees. It also specifies tree protection measures which should safeguard the hedge and trees from any accidental damage associated with the construction of the new building. Provided that this advice is adhered to, no trees or other vegetation will be affected by the proposal to replace the garage and shed with a two-storey attached dwelling. If this proposal is approved hard and soft landscape proposals should be conditioned. RECOMMENDATION No objection subject to conditions RES9 (parts 1,2 and 5).

Highways -

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.

The proposal would require an on-plot provision of up to 2 parking spaces in order to fully comply with Hillingdon's adopted parking standard for new 'dwellings with curtilage' and a quantum of 1 space is proposed. Hence there appears to be a shortfall in provision.

In contrast for a PTAL rating of 1b, the London Plan (2021) parking standard demands up to 1.5 spaces per unit (not exceeding 2 bedrooms) which is more akin to the single space

provision. Therefore, on balance, as the difference between the regional requirement and provision is marginal, the single space provision is considered acceptable.

Electric Vehicle Charging Point (EVCP) Provision

In line with the London Plan (2021), within the final parking quantum there is a requirement for a 20% 'active' EVCP provision with all remaining spaces (80%) being designated as 'passive' provisions. In this case, the new unit should incorporate 1 'active' space in order to future proof for anticipated demand. The applicant has confirmed delivery of this requirement.

Cycle Parking Provision

In terms of cycle parking there would be a requirement to provide 1 secure and accessible space for the 2-bedroom unit in order to accord with the Council's adopted cycle parking standard. This level is proposed located within a garden shed located to the rear of the dwelling which is considered acceptable.

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. As a consequence of the relatively small scale of development, any vehicular trip generation uplift is predicted to be negligible and therefore does not raise any specific highway concerns.

New Access Arrangement

There is no 'in-principle' objection to the reconfigured/extended vehicular crossing off Carnarvon Drive which would facilitate replacement on-plot parking for the main address and the new dwelling.

The revised access provision would need to be facilitated at the developer's expense with conformity to the Council's 'Domestic Vehicle Footway Crossover Policy' in terms of dimension and build quality. The revised crossing requires centralising to cater for the two 'side by side' parking spaces with a width of crossing at the 'back of footway' not exceeding 3.6 metres and 4.8 metres at the 'edge of kerb'. The dimensions shown on plan marginally exceed those permitted hence this detail should be adjusted post-permission and it should be noted that the new crossing would need to be constructed to this council standard executed under S184 of the Highways Act 1980 (or suitable alternative arrangement) at the applicant's/developer's expense.

Operational Refuse Requirements

Refuse collection would be undertaken from Carnarvon Drive.

In order to conform to the Council's 'waste collection' maximum distance collection parameter of 10m i.e. distance from a refuse vehicle to the point of collection, arrangements should ensure that waste is positioned at a collection point within this set distance.

Bin storage is not depicted but is assumed to be located in proximity of the public highway (Carnarvon Road) which would therefore conform to the above parameter. There are no further observations.

Conclusion

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

1 letter of objection has been received raising the following concerns:

The Application for Planning Permission Town and Country Planning Act which has been submitted has the following discrepancies that need addressing: (1) Section 7 - states the proposed building will be 2 storeys and 7.6 metres high, it therefore needs to be at least 2 metres from any boundary. As the plans do not show clear measurements this cannot be determined by anyone who reads this application. (2) Section 7 - states there will be no loss of garden land. The orientation of the existing house, on a corner plot, has a very small garden footprint at the moment. If the proposed development goes ahead, even with the demolishing of outbuildings, the garden space for the existing building and garden space for the new build will be further compromised. (3) Section 15 - There is new or altered vehicular access proposed to and from the public highway but this is not reflected in the answer to this on the application. The orientation of the proposed dwelling will affect the space available for parking on the property. As the plans do not clearly show measurements this cannot be fully identified by the plans. The measurements are the size of the cars only. (4) Section 18 - There are trees on the highway that could be affected and should be given consideration. The trees may not be subject to a tree preservation order but they do significantly enhance the nature of the neighbourhood. (5) Section 18 - Assessment of flood- there is insufficient soak away. House number 11 is surrounded by a significant amount of existing concrete with very little drainage and when it rains heavily this impacts on surrounding properties and pavements. (6) Section 18 - Foul sewerage- For a residential dwelling proper disposal of sewage is essential and should be evident in planning . Improper disposal of sewage could pose a health hazard to residents. This should be rectified before any building works starts. The plans submitted with this application do not have clear measurements or details to enable viewers to see the full extent as to what is going to be built.

Officer note: The submitted plans are drawn to scale to ensure that the relationship with the boundary and neighbouring properties can be appropriately assessed.

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:

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 16 Housing Standards

DMHB 18 Private Outdoor Amenity Space

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

LPP GG2 (2021) Making the best use of land

LPP GG4 (2021) Delivering the homes Londoners needs

LPP D3 (2021) Optimising site capacity through the design-led approach

LPP D4 (2021) Delivering good design

LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
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: Development Plan
Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

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)
The West London Waste Plan (2015)
The London Plan (2021)

Material Considerations

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

7. MAIN PLANNING ISSUES

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

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) at B) requires development to avoid adversely impacting upon the amenity of adjacent properties and open space.

Due to the siting and orientation of the proposed new dwelling, there would be no material impact upon neighbouring properties by reason of loss of sunlight and/or overdominance.

In terms of privacy, it is only No. 13 Carnarvon Drive that would potentially be impacted from the proposal. Currently, all the side windows at No. 11 above ground floor are obscure glazed. On the neighbouring property, there is a first floor side window which faces the application site, but this also appears to be obscure glazed and ground floor windows are covered by the side car port. The proposal only incorporates a ground floor ancillary window which would mainly face the front garden of No. 13.

However, given the 45 degree orientation of No. 11 and the proposed new house to the neighbouring property, rear facing windows do provide an opportunity for overlooking of No. 13's rear garden and the proposed first floor rear windows of the proposal would be sited closer to the shared side boundary than the existing first floor rear windows at No. 11. However, given the juxtaposition of the properties, from its existing first floor rear

bedroom window, No. 11 already overlooks most of the rear garden of No. 13 within a 21m distance, including its rear patio area whereas much of the rear garden would be screened from the new house by the existing house at No. 13. As such, it is considered that on balance, the potential for additional overlooking from the proposal is not so significant as to warrant an additional reason for refusal.

7.2 Impact on Street Scene

The NPPF (2021) notes the importance of achieving design which is appropriate to its context stating that 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.'

Policy D3 of the London Plan (2021) requires that development proposals should: Form and enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.

Policy D4 of the London Plan (2021) states 'Development should have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establish an enhanced character for the future function of the area.'

Policy GG4 of the London Plan (March 2021) seeks to ensure that London's housing needs are met. This objective is reiterated in the Mayor of London's Supplementary Planning Guidance (SPG) on Housing, although it is noted that in achieving housing targets, full account must be given to other policy objectives. Policy H1 of The London Plan (2021) promotes the optimisation of housing output within different types of location. Policy H10 of The London Plan encourages the Council to provide a range of housing choices in order to take account of the various different groups who require different types of housing. Consideration will also be given to the accessibility of the site to services and amenities.

Policy BE1 of the Hillingdon Local Plan (November 2012) requires that all new development achieves a 'high quality of design in all new buildings, alterations and extensions'.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, 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; 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; 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.

The host dwelling comprises part of a terrace of 3 similar properties located on a corner junction and as such is located in a highly prominent position within the streetscene. Originally the houses were designed to address this corner plot with the houses orientated at a 45 degree angle across the junction leaving an area of land to each side. This arrangement means that there is clearly defined separation between the host property and No. 13 Carnarvon Drive which forms part of another pair of semi-detached houses set further along the road where the street pattern becomes more uniform.

On the previous application (35377/APP/2021/1523), the officer's report argued that the proposed new house would project significantly further forward of the established return building line on Carnarvon Drive. Houses fronting this part of Carnarvon Drive are typically set back some 7m from the road to give a uniform building line and maintain a visual gap between the adjacent dwelling. Although the existing property marginally projects beyond this building line, the proposal would result in two storey development being sited within some 2.7m of the road frontage and enclose this visual gap at an odd angle. In such a position, the proposed dwelling would appear as an unduly intrusive and incongruous form of development detrimental to the visual amenities of the street scene and area, contrary to policies DMHB 11 and DMHB 12 of the adopted Local Plan (2020).

This concern has not been fully addressed in this revised application. Whilst the proposed dwelling has been set back from that which was previously refused (increasing the gap from the front boundary from 2.7m to 3.175m, the breach of the return building line is still significant (albeit less than previously refused). The proposed development, by reason of its siting in this visually prominent position, projection forward of the recognised established return building line along Carnarvon Drive, size, scale, layout, width and detailed design would constitute an incongruous and cramped form of development resulting in the loss of the open aspect of this prominent corner plot. The proposal would therefore represent an overdevelopment of the site to the detriment of the character and the visual amenities of the area and to this existing open area of the street scene. Therefore the proposal is contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies, Policies D3, D4 and D6 of the London Plan (2021) and the NPPF.

7.3 Traffic Impact/Pedestrian Safety

Policy DMT 1 of the Hillingdon Local Plan: Part 2 requires development proposals to meet the transport needs of the development and address transport impacts in a sustainable manner.

Policy DMT 2: Highways Impacts 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: Vehicle Parking states:

A) 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; and/or

ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

The Council's Highway Engineer has reviewed the proposals and advises that as regards trip generation, as a consequence of the relatively small scale of development, any vehicular trip generation uplift is predicted to be negligible and therefore does not raise any specific highway concerns.

The proposal indicates that the existing dwelling would be served by a single parking space accessed by the existing dropped kerb adjacent to the side boundary with No. 13 Carnarvon Drive and the new dwelling would be served by an adjacent single parking space, served by a new crossover extension, 2.4m wide. The Council's Highway Engineer has reviewed the proposed parking arrangements and advises that on balance, as the difference between the requirement (of up to 2 spaces per unit) and provision is marginal, the single space provision is considered acceptable. Also, there is no 'in-principle' objection to the extended vehicular crossing off Carnarvon Drive which would facilitate replacement on-plot parking for the main address and the new dwelling, although the revised access provision would need to be facilitated at the developer's expense with conformity to the Council's 'Domestic Vehicle Footway Crossover Policy' in terms of dimension and build quality. All works would be arranged post-permission via a formal agreement i.e. under s184 of The Highways Act 1980 or suitable alternative arrangement.

The Highway Engineer also confirms that arrangements to make provision for electric charging points and cycle parking are acceptable and adequate provision could be made for refuse storage and collection, which could have been conditioned had the application not of been recommended for refusal. As such, the Highway Engineer concludes that the Highway Authority are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

7.4 Carparking & Layout

See above.

7.5 Urban Design, Access and Security Considerations

Policy DMHB 16: Housing Standards states:

All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or

conversions should:

meet or exceed the most up to date internal space standards, as set out in Table 5.1. A two bedroom dwelling for 4 persons is required to provide a minimum 70 square metres.

Policy DMHB 18: Private Outdoor Amenity Space states:

All new residential development and conversions will be required to provide good quality and usable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.2. A two/three bedroom dwelling should achieve a minimum of 60 square metres and a four bedroom dwelling 100sqm. The new dwelling would provide 60sqm of private amenity space within the rear garden and the retained dwelling would retain 94sqm of its rear garden. Although the latter would be marginally undersized to meet standards, it is considered that the shortfall is not so significant as to warrant an additional reason for refusal.

7.6 Other Issues

Policy DMHB 14: Trees and Landscaping requires:

A) All developments will be expected to 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.

C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.

D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey

identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

A tree report by All Arboriculture has carried out an arboricultural impact assessment and concludes that the proposal can be implemented without any adverse impact on the trees. It also specifies tree protection measures which should safeguard the hedge and trees from any accidental damage associated with the construction of the new building. The Council's landscape officer has advised that provided that this advice is adhered to, no trees or other vegetation will be affected by the proposal to replace the garage and shed with a two-storey attached dwelling. In the event of an approvable scheme, hard and soft landscape proposals could be conditioned.

CIL

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.

8. Reference Documents

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)

The West London Waste Plan (2015)

The London Plan (2021)

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