

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: 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

LBH Ref Nos: **35377/APP/2021/1523**

Drawing Nos: Statement on Previous Reasons for Refusal
1182-P-010 Received 05-05-2021
1182-P-011
1182-P-012
1182-P-013
1182-P-017
1182-P-018
1182-P-014
1182-P-015
1182-P-016
Design and Access Statement

Date Plans received : 05/05/2021 **Date(s) of Amendment(s):** 16/04/2021
Date Application Valid: 05/05/2021 24/06/2021

1. SUMMARY

The proposal is for the erection of a 2-bedroom dwelling house with associated parking, installation of a vehicular crossover extension and amenity space, involving the demolition of existing side/rear extension, detached garage and sheds.

It is considered that the development, by reason of its projection forward of the recognised established return building line along Carnavron Drive on this prominent corner site represents an unduly intrusive and incongruous form of development detrimental to the visual amenities of the street scene and area and 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. As such the development is recommended for refusal.

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.

2 NON2 Non Standard reason for refusal

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).

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. For more information on CIL matters please visit the planning portal page at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

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

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

This proposal differs from the previous scheme in that instead of a detached 1 bedroom dormer bungalow sited along the boundary with No. 13, a two bedroom house, attached to No. 11 is now proposed, involving the demolition of an existing single storey side and rear extension and detached garage at the side of No. 11.

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

Comment on Planning History

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:- 4th June 2021

4.2 Site Notice Expiry Date:- Not applicable

5. Comments on Public Consult

14 neighbouring properties were consulted on 13/5/21. 1 response has been received, raising the following concerns:-

Although the application has been submitted with the best intentions and with respect to current trends in the housing market the following comments should be given consideration:

(i) The distance between the proposed building and the property boundary has not been clearly defined and the footage measurements of the proposed building have not been made clear; to include the angle of the proposed building and proximity to the front boundary.

(ii) Due to the amount of existing concrete laid at Number 11, with very little drainage, when there is heavy rain

Number 13 is regularly flooded. This needs to be considered in the plans. How will rainwater be drained

from this proposed building to avoid it flooding the surrounding properties?

(iii) In the Design and Access Statement submitted with this planning application there is a misrepresentation:

1.2 "An 813mm gap separates the application site to the boundary to the neighbouring property at No.13 who also have a single storey garage at the boundary" The gap is in fact 304.8mm, which can easily be measured for verification, and a car port is at the boundary and has been for 25+ years.

Officer comment:

As regards point (i), appropriate measurements can be taken from the scaled plans. Point (ii) is noted and had the application been recommended for approval, a landscaping scheme would have been conditioned which would have sought to maximise the planted space in the front garden. Point (iii) is noted.

Highway Engineer:

Site Characteristics & Background

This 'corner plot' site is located within a residential catchment in Hayes on the junction of Carnarvon Drive and Glamis Crescent.

There is currently a side extension to this address which is proposed for demolition and replacement with a new 2-bedroom 'end of terrace' dwelling attached to No.11. An existing and widened carriageway crossing (cc) off Carnarvon Drive would be utilised for access to two on-plot parking spaces (one for No.11 & the other for the new unit (No.11a)).

The surrounding road network is devoid of parking controls and the location displays a public transport accessibility level (PTAL) of 1b which is considered poor and therefore heightens dependency on the ownership and usage of private motor transport.

In 2020, a previous application (35377/APP/2020/3089) for a detached 1-bedroom chalet bungalow on this site was refused on several grounds including insufficient on-plot parking.

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 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 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. All works would be arranged post-permission via a formal agreement i.e. under s184 of The Highways Act 1980 or suitable alternative arrangement.

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)."

Access Officer:

I have considered the detail of this planning application and deem there to be no accessibility issues raised by the proposal. However, the following Conditions should be attached to any grant of planning permission:

Prior to works commencing, details of step free access via the principal private entrances, and all other points of entry and exit, shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

Reason:

To ensure that an appropriate standard of housing stock, in accordance with the 2021 London Plan policy D7 is achieved and maintained.

The dwelling hereby approved shall be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

Reason:

To ensure that an appropriate standard of housing stock, in accordance with the 2021 London Plan policy D7 is achieved and maintained.

Tree Officer

This site is occupied by a two-storey end of terrace house located on the east side of Carnarvon Drive, at the junction with Glamis Crescent. The corner plot is triangular in shape with an exceptionally wide frontage, tapering to a narrow point at the rear. There is a garage and shed situated along the side / southern boundary. There are no TPO's or Conservation Area designations affecting the site.

Comment:

This submission follows a previous application, ref. 35377/APP/2020/3089. The proposed layout makes provision for two off-street parking spaces. No bin or bike storage is indicated on plan. The front boundary hedge should be retained/replaced after construction and the proposed development should be accompanied by hard and soft landscape proposals.

I note that there are two highway trees in the footway outside this property; tree ref. 860 Norway maple 'Crimson King' and 861 Chanticleer Pear. The Chanticleer pear, in particular, could be affected by the development.

The position (but not the spread) is indicated approximately on plan, however no tree survey or arboricultural impact assessment has been provided.

These are valuable Council assets which contribute to the character and appearance of

the area.

Recommendation:

In the absence of a tree survey and arboricultural impact assessment, to BS5837:2012, the application fails to demonstrate that the tree(s) will be unaffected by the development and should be refused.

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 Hillingdon Local Plan: Part One Strategic Policy BE1 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 2 - Development Management Policies (January 2020) states that:

- A) 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;
 - 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 undesignated, and their settings; and
v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

Policy DMHB 12 requires amongst other criteria that public realm design takes account of the established townscape character and quality of the surrounding area.

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.

There is no objection to the formation of a row of 4 terraced properties as these are characteristic within the street scene and the design of the new house would be sufficiently similar to the size, width and design of the adjoining terraced properties.

On the previous application (35377/APP/2020/3089), the officer's report argued that the undeveloped gap was an important feature to the character of Carnarvon Drive and in developing this plot for a new house, this key area of land would be lost, so that there would no longer be any defined separation and openness between the host property and No. 13 to the detriment of the streetscene and unlike the other houses on Carnarvon Drive, the proposed dwelling would be a detached property and would differ in terms of its overall width, depth and roof form and the rear roofslope would be dominated by a large box dormer.

It is considered that being designed as an attached house, the proposal would sit more comfortably with neighbouring properties, and being angled at 45 degrees to Carnarvon Drive, would retain more of a gap which at its nearest point to the rear of the house, would retain a gap of 3.8m to the side boundary with No. 13 (some 7.8m to its main flank elevation). It is also noted that the proposal would allow for more of the openness of this plot to be retained than the new house that has been built at No. 58 Glamis Crescent within a similar gap on this junction to the north of Glamis Crescent (68947/APP/2014/2248 refers).

The proposed new house however, 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. 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. 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 DMBH 11 and DMHB 12 of the adopted Local Plan (2020).

7.3 Traffic Impact/Pedestrian Safety

See below.

7.4 Carparking & Layout

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).

7.5 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 79 square metres which with 83sqm, the proposal complies with. One of the double bedrooms is however undersized, and this could have been revised/changed to a single bedroom had the application been found to be acceptable in all other respects.

The proposal would provide adequate outlook and daylight to the proposed habitable rooms.

The use of the parking space by No. 11 would involve occupiers of this property passing close to the living room window of the new property in order to access their front door. However, it is considered that landscaping to provide defensible space below the window could have been added to safeguard the privacy of this room had the application been found to be acceptable in all other respects.

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

Landscaping

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.

The Council's Tree / Landscape Officer advises that there are two highway trees in the footway outside this property; tree ref. 860 Norway maple 'Crimson King' and 861 Chanticleer Pear. The Chanticleer pear, in particular, could be affected by the development.

The position (but not the spread) is indicated approximately on plan, however no tree survey or arboricultural impact assessment has been provided.

These are valuable Council assets which contribute to the character and appearance of the area and in the absence of a tree survey and arboricultural impact assessment, to BS5837:2012, the application fails to demonstrate that the tree(s) will be unaffected by the development and should be refused. This is considered to be particularly important, given the proximity of the new living room window to one of the street trees.

Accessibility

The Council's Access Officer has reviewed the proposals and advises that the scheme is acceptable, subject to the imposition of two conditions which would have been included in the officer's recommendation had the application been found to be acceptable in all other respects.

CIL

The scheme generates a requirement of £4,271.39 CIL and £1,937.45 MCIL.

Conclusion

The scheme is recommended for refusal.

8. Reference Documents

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

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

London Plan (2021)

National Planning Policy Framework (February 2019)

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