



PLANNING STATEMENT

Full Planning Application

Site: 19 Beacon Close
Uxbridge
UB8 1PX

For: Mr A Roda

Project Ref: 23052

March 2024

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PLANS AND DOCUMENTS ACCOMPANYING THE APPLICATION

COMPLETED APPLICATION FORM
PLANNING STATEMENT, PREPARED BY BARKER PARRY TOWN PLANNING
LOCATION PLAN
TOPOGRAPHICAL SITE PLAN (EXISTING), DWG REF. 0185 01
EXISTING PLANS AND ELEVATIONS, DWG REF. 001
PROPOSED SITE PLAN, DWG REF 24/3551/1
FLOOR PLANS AND ELEVATIONS PLOT 1 & 2, DWG REF 24/3551/2
FLOOR PLANS AND ELEVATIONS PLOT 1 & 2, DWG REF 24/3551/3
STREET SCENE & SITE SECTION, DWG REF 24/3551/4
PRELIMINARY ECOLOGICAL APPRAISAL & ROOST ASSESSMENT, PREPARED BY MM ECOLOGY
ARBORICULTURAL IMPLICATIONS REPORT, PREPARED BY SJA TREES

1.0 INTRODUCTION

- 1.1 This Planning Design and Access Statement (PDAS) has been prepared on behalf of RRAK Properties Ltd to support a full planning application for the redevelopment of a residential site at 19 Beacon Close, Uxbridge, UB8 1PX.
- 1.2 The description of development proposed is as follows:

Demolition of existing bungalow and erection of two pairs of semi-detached dwellings to provide 2x 3-bedroom dwellings and 2x2-bedroom dwellings plus associated hard and soft landscaping.

- 1.3 This submission is a revised application following refusals for a terrace of four dwellings on the application site, the revised scheme is materially different and must be assessed afresh on its own merits. Nevertheless, Barker Parry does not agree with elements of the Local Planning Authority's previous assessment of the site and its context in terms of character and the impact a development of intensified residential use would have in this location. As such, previous officer assessment is cross referred to, where relevant, in order to provide greater analysis and assessment of the proposals.
- 1.4 It will be demonstrated that the proposals seek to make best use of this site with a scheme designed to reflect the character and scale of the area, further that the development respects neighbouring properties and will add to the quality of the local context. The overall planning balance will be assessed including that the application site is in sustainable location within an established residential area and will provide for much needed additional family dwellings.

2.0 SITE CONTEXT

2.1 The Application Site is a 952sqm area currently comprising 19 Beacon Close, Uxbridge, UB8 1PX, which is a large, 2-bedroom bungalow within a generous plot. The property has a large front and rear garden. The frontage is served by two vehicular crossovers, one to a parking area with space for two cars to park tandem and a second perpendicular to the main frontage with a double garage. Part of the plots usable space is presently restricted by various retaining walls due to the level difference to the east.

2.2 Beacon Close is characterised by large, detached dwellings with expansive front parking areas. Most properties have significant extensions or are much altered including front gardens relandscaped to be predominantly hardstanding.

2.3 The Application Site is located within Uxbridge, 0.8miles (15 mins walk) from the town centre and 20 minute walk from Uxbridge Station. Uxbridge Station is served by the Piccadilly and Hammersmith/City/Metropolitan underground lines which link it to the rest of Greater London and the National main line rail network.

Planning Designations

2.4 The Site is not subject to any specific designations relevant to development potential or principle. In wider context terms, it is within the Colne Valley Archaeological Priority Zone, the RAF Northolt - 3km Buffer Zone and the Hillingdon Air Quality Management Area.

2.5 The site is in Flood Zone 1 and has a very low risk of surface water flooding.

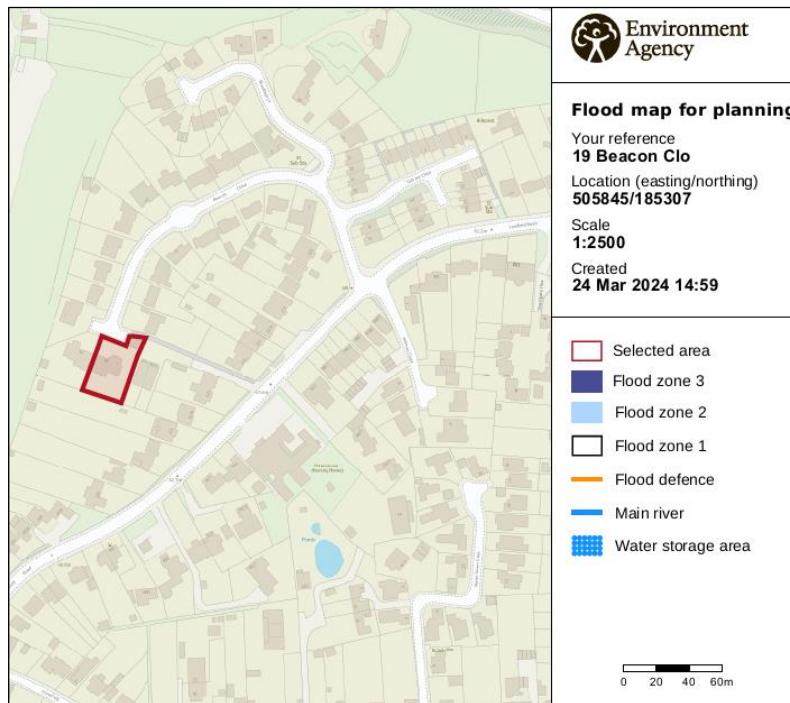


Figure 1 - Extract of EA's Flood Map for Planning

Planning History

2.6 In January 2023, planning permission was refused for the Erection of four terraced dwellings incorporating landscaping, parking provision, waste and cycle stores (LPA ref: 17969/APP/2022/3338). Eight reasons for refusal were cited including relating to trees and ecology.

2.7 On 15 February 2024, a further application was refused for the Erection of four terraced dwellings incorporating landscaping, parking provision, waste and cycle stores following demolition of the existing dwelling (LPA Ref. 17969/APP/2023/1014). Four reasons for refusal were cited which can be summarised as follows:

- 1 The proposed development, by reason of the number of dwellings being proposed, their terraced form, layout and siting, would result in an incongruous form of overdevelopment of the site that would fail to harmonise with the existing local context and prevailing pattern of development on Beacon Close. The principle of intensifying the residential use of the site as proposed, would have a detrimental impact on the street*

scene and character and appearance of the area as a whole. The proposal is therefore detrimental to the visual amenity and character of the surrounding area and contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMH 6, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies D3 and D4 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2023).

- 2 *The proposed development, by reason of its forward projection beyond the established front building line in this section of Beacon Close, plot width, depth, massing, bulk, scale and design, would fail to harmonise with the character and architectural composition of surrounding properties, appearing as an awkward, incongruous and cramped form of development which would be detrimental to the visual amenity of the street scene and harmful to the character and appearance of the surrounding area. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One – Strategic Policies (2012), Policies DMH 6, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies D3 and D4 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2023).*
- 3 *The proposed development, by virtue of the excessive area of hard standing for the on-site parking provision, negligible soft landscaping and tree planting, removal of the existing front boundary treatment and number and site coverage of associated requirements for cycle stores and refuse bins in the front gardens, would erode and be out of keeping with the existing pleasant, spacious and suburban character of the site and the surrounding street scene on Beacon Close. The proposal would introduce an urbanising form of development that would cause harm to the open and verdant character and appearance of the area. The proposal would therefore have a harmful impact upon the character, appearance and visual amenities of the area, contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMH 6, DMHB 11, DMHB 12 and DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies D3, D4 and G7 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2023).*
- 4 *In the absence of a legal agreement to cover the required highways work to enable the proposed vehicle crossovers and on-site car parking*

provision and preventing the issuing of parking permits to future occupiers of the proposed dwellings which are located within a permit-controlled area, the proposed development is likely to lead to an increase in pressure for on-street parking and have a consequent adverse effect on highway safety, through inconsiderate and potential hazardous parking and a risk to road users. The proposal would therefore be contrary to Policy DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies T4, T6 and T6.1 of the London Plan (2021) and paragraph 115 of the National Planning Policy Framework (2023).

3.0 RELEVANT PLANNING POLICY

3.1 Policies from the relevant, adopted Development Plan Documents (DPDs) are summarised below.

Hillingdon Local Plan (HLP): Part One – Strategic Policies (2012)

3.2 Relevant policies from this DPD include:

- Policy H1: Housing Growth
- Policy BE1: Built Environment
- Policy EM1: Climate Change Adaptation and Mitigation
- Policy EM6: Flood Risk Management
- Policy EM7: Biodiversity and Geological Conservation

HLP: Part Two - Development Management Polices (2020)

3.3 Relevant policies from this DPD include:

- Policy DMH 2 Housing Mix
- Policy DMHB 11 Design of New Development
- Policy DMHB 12 Streets and Public Realm
- Policy DMHB 12 Housing Standards
- Policy DMHB 17 Residential Density
- Policy DMHB 18 Private Outdoor Amenity Space
- Policy DMT 1 Managing Transport Impacts
- Policy DMT 5 Pedestrians and Cyclists
- Policy DMT 6 Vehicle Parking

HLP: Part Two – Site Allocations and Designations (2020)

3.4 The Application Site is not allocated for development and therefore no policies from this DPD are relevant to the proposed scheme.

London Plan (2021)

3.5 Relevant policies from this DPD include:

- Policy GG2 Making the Best use of Land
- Policy GG4 Delivering the homes Londoners need
- Policy D3 Optimising Site Capacity through the Design-led Approach
- Policy D4 Delivering Good Growth
- Policy D6 Housing Quality and Standards
- Policy D7 Accessible Housing
- Policy D8 Public Realm
- Policy H1 Increasing Housing Supply
- Policy H2 Small Sites
- Policy H10 Housing Size Mix
- Policy G4 Urban Greening
- Policy T5 Cycling
- Policy T6.1 Residential Parking

National Planning Policy Framework (2023) (NPPF)

3.6 The NPPF is also a material consideration in decision-making and sets out the national policy approach to matters such as the assessment of heritage impacts. The NPPF advocates for supporting sustainable development, encouraging the efficient use of land, focusing development in sustainable locations and achieving well designed places.

3.7 The following chapters are of particular relevance to this proposal:

- Chapter 11: Making effective use of land
- Chapter 12: Achieving well-designed and beautiful places

4.0 THE PROPOSED SCHEME

4.1 The proposed scheme is a full planning application for the following scope of works:

- Demolition of the existing, detached bungalow and double garage (total GIA of 199sqm).
- Erection of 2 pairs of semi-detached dwellings to provide 2 x 3-bedroom, 5-person dwellings and 2 x 2-bedroom, 4-person dwellings (total GIA of 375sqm).
- Provision of hard and soft landscaping including:
 - o Provision of 6 parking spaces (2 per each 3-bed dwelling and 1 per each 2-bed dwelling).
 - o Works to retaining walls.
 - o New soft landscaping and tree planting along the streetscene frontage.
 - o Provision of private rear gardens to each dwelling.
 - o New dropped kerb.

4.2 Conversely to the previous application, no works to the highway are proposed or required other than the dropped kerb.



Figure 2 - Extract of Proposed Site Plan

5.0

PLANNING CONSIDERATIONS

Principle of Development

5.1

London Plan Policy H2 should be given full weight. This policy requires LPAs to pro-actively support well-designed new homes on small sites (below 0.25 hectares in size). It also clearly expresses that Boroughs should recognise that local character evolves over time and will need to change in appropriate locations to accommodate additional housing on small sites. In Hillingdon, there is a requirement to deliver 2,950 dwellings on small sites by 2028/29.

5.2

Further, London Plan Policy D3 sets out a clear requirement that all development must make the best use of land by following a design led approach which optimises the capacity of sites. This means ensuring that development is of the most appropriate form and land use for the site but with incremental densification actively encouraged to achieve a change in densities in the most appropriate way. This cascades down from NPPF Paragraph 130 which is clear that development should be sympathetic to local character whilst not preventing or discouraging appropriate innovation or change, such as increased densities. In accordance with London Plan Policy D3 the development will:

- Enhance local context by removing the prominent garage and providing new tree planting and landscaping.
- Be well linked to active travel routes for pedestrians and cyclists including the B483 cycle route, with convenient cycle parking proposed to encourage such sustainable movements.
- Is a street-based proposal with clearly defined public and private environments, including enhancing the streetscene.

5.3

The Application Site is not subject to any heritage considerations and is not within an area of 'Special Local Character' as set out by Policy DMH 5 which provides a specific level of protection to local character in sensitive areas.

Therefore, the implication is that the site should be considered as less sensitive and appropriate in principle for increased density subject to compliance with other local design policies, namely DMHB11. This is considered in the following sub-section.

Density

5.4 As outlined above, National and London Policy is clear that increasing densities on sites should be supported and encouraged where it is appropriate in the local context.

5.5 Beacon Close has a prevailing character of large footprint, two-storey buildings and it is this character which has informed the appropriate proposed massing. These buildings are predominately single, detached dwellings but more recent development (and planning policy) has recognised the importance of optimising site capacity and increased densities in the surrounding area, this includes:

- The pair of dwellings known as Nos. 213b&c Harefield Road immediately adjacent to the Application Site. These dwellings are a true form of backland development and suffer from a lack of streetscene presence.
- The development comprising a terrace of 4 dwellings located at the eastern end of Beacon Close. These dwellings are located on the same size plot as the Application Site (both 0.095ha) and have the same dwelling density.

5.6 The proposed scheme is more sensitive to the character of the area than either of these examples by better matching the prevailing style and form of buildings in the area. The two pairs of semis more effectively mirror the detached dwellings form and appearance whilst increasing the density of the site to provide more family sized dwellings.

5.7 Further, the proposal has a dwelling density of 42 dwelling per hectare which is full in accordance with the density range for suburban sites by Table 5.2 / Policy DMHB 17 of the Local Plan Part 2. The proposal has 168 habitable rooms per hectare which sits between the detached and terraced house standards for suburban areas and is considered appropriate for a site in walking distance to a town centre.

5.8 As such, the proposal is considered sympathetic to local character whilst optimising the site in accordance with NPPF paragraph 135c), London Policy D3, and Local Policy DMH 17.

Design & Character

5.9 Policy DMHB 11 requires all development to be designed to the highest standards and incorporate principles of good design, including harmonising with the local context and protecting features of positive value, taking into account the surrounding scale of development, building plot sizes and coverage, established street patterns and building lines. However, 'local context' is not limited only to the immediate dwellings around the Application Site and in this case, all of Beacon Close and surrounding dwellings form part of the local context, including Woodhall Close, Salt Hill Close and Harefield Road.

5.10 This policy aspiration should be balanced against London Plan Policy D3 which requires development to make best use of land and promotes increasing densities, particularly on sustainable urban sites like this. Such an approach should still be design led and appropriate to local context.

5.11 All buildings along Beacon Close are generously sized dwellings many with bulky extensions which create large footprints. The two proposed pairs of semi-detached dwellings will have directly comparable footprints in terms of scale than surrounding buildings.

5.12 By virtue of being two pairs of semi's with pitched-gable end roofs, the form and proportions of the buildings will be very similar to all other two storey dwellings on Beacon Close. The ridge heights of the proposed dwellings will be set down from the immediately adjacent 213b&c Harefield Road towards No.24 Beacon Close. This will mean they will sit comfortably within the streetscene as can be seen from Figure 3 below. The amended arrangement also means there is space around the buildings and opportunity for views beyond the dwellings to the south, retaining a spacious and verdant character.



Figure 3 – Extract of proposed streetscene showing stepping down of ridge heights to match topography.

5.13 It is unclear why the LPA considered that the previous application had a "forward projection beyond the established front building line in this section of Beacon Close" as the previous scheme proposed a building line directly consistent with main section of the adjacent No.24 building, whereas both the existing dwelling at No.19 and No.24 have elements which project forward of this at present. Nevertheless, as can be seen from the proposed site plan, the revised scheme includes a consistent building line which will mean built form is set further back from the highway than the existing bungalow.



Figure 4 - Building line of refused scheme was consistent with street scene

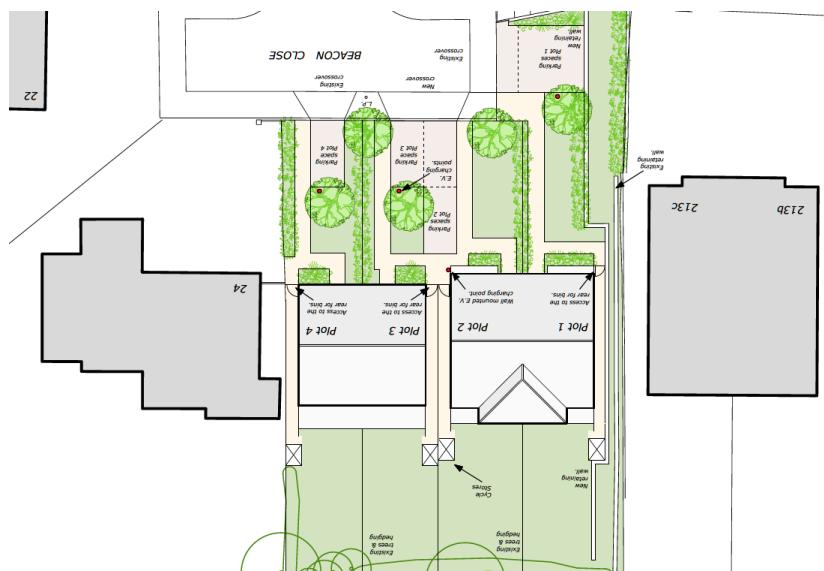


Figure 5 - Building line of proposed scheme is more consistent with No.24.

5.14 On this basis, it is considered that the proposals will deliver a high quality of development of a form, scale and massing directly reflective of surrounding two-storey development and which will maintain the suburban and spacious local character in accordance with Policy DMHB 11, DMHB 12 and London Plan Policy D3.

Housing Mix & Quality

5.15 Policy DMH 2 requires a mix of different sized housing units to reflect the Council's latest information on housing need. The greatest identified need for housing in the SHMA (2018) is for 3+-bedroom, family sized houses, followed by 2-bedroom houses.

5.16 The existing property is a 2-bedroom dwelling whereas the proposed scheme will deliver 2no. three-bedroom, family sized dwellings as well as 2no. two-bedroom dwellings. The proposed scheme therefore makes a notable contribution towards housing needs within the borough. This is a planning benefit upon which substantial weight should be placed.

5.17 Plots 1 and 2 (3B5P) are 101sqm and plots 3 and 4 (2B4P) are 79sqm. Therefore, all dwellings comply with Nationally Described Space Standards and will deliver a high quality of residential accommodation.

5.18 Policy DMHB 18 outlines that all new residential development and conversions will be required to provide good quality and usable private outdoor amenity space. Table 5.3 outlines a minimum amenity space standard of 60sqm for 2 and 3 bedroom houses. Each dwelling has a private rear garden of between 60-80sqm and therefore fully complies with this policy requirement, providing a good quality of amenity to future occupiers.

5.19 Overall, the proposed scheme provides a high quality of residential accommodation which will directly meet an identified housing need.

S106 / Highway Matters & Parking

5.20 Unlike the previous applications, no alterations to the highway are proposed and therefore a S.278 agreement is not required. The proposals make use of the existing vehicular crossovers to No.19 Close and propose one additional crossover with no other changes to the pavement or highway.

5.21 The Applicant remains happy to enter into a unilateral undertaking (UU) to prevent future occupiers from applying for resident's parking permits. A draft UU is submitted with this application.

5.22 In accordance with the London Plan maxima parking standards, the 3-bedroom dwellings will have two car parking spaces each and the 2-bedroom dwellings have a single parking space. Each dwelling has one EV charging point.

5.23 Cycle parking stores are shown to the rear of properties with direct access from the side path to provide safe and convenient storage of bicycles which do not conflict with cars and therefore will encourage use of sustainable transport methods.

5.24 The proposals therefore comply with Policy DMT 1, DMT 2 and DMT 6 of the Development Management Policies and Policies T4, T6 and T6.1 of the London Plan.

Accessibility

5.25 London Plan Policy D7 requires 10% of dwellings to be M4(3) and all other dwellings to be M4(2). The proposed plans show that all dwellings are M4(2) which means the provision of one dwelling as M4(3) can be conditioned which would be 25% of dwellings, in exceedance of the policy requirement.

Soft and Hard Landscaping

5.26 Reason for Refusal 3 of the last application contended that the proposal, by virtue of the excessive area of hard standing, negligible soft landscaping and tree planting, removal of the existing front boundary treatment and number and site coverage of associated requirements for cycle stores and refuse bins in the front gardens, would erode and be out of keeping with the existing pleasant, spacious and suburban character of the site and the surrounding street scene on Beacon Close.

5.27 This is not accepted as it is clear from a review of dwellings fronting Beacon Close that the local context is that of very large dwellings with generous driveways comprising very large areas of hard standing and lots of parking provision. Beacon Close is not defined by a 'verdant' character, there are no street trees, no public realm planting, and modest levels of front garden planting, with frontages more dominated by driveway parking. It has a clearly established character of large properties with significant extents of hard standing on frontages (see Fig 6 below). The majority of properties have sprawling, carriage style driveways with two sets of dropped kerbs.





Figure 6 – Images of hardstanding parking areas to the front of dwellings on Beacon Cl.

5.28 This point is reiterated when you tabulate the hardstanding and parking provision at all dwellings along Beacon Close as set out in Table 1 below. All dwellings along Beacon Close are of an age to have intact permitted development rights and therefore no control over the alteration of frontages to hardstanding, which many properties have taken advantage of. No.19 is also one such property and there is nothing to prevent the existing dwelling from changing its entire frontage to car parking. Therefore, any weight given to this in character terms should be tempered by this consideration.

Property	Extent of Parking and Hard and Soft Landscaping
No.1	Bungalow with a large area of hardstanding to park 4-6 cars. Close board fencing makes up much of the boundary treatment with conifers visible over the top.
No.3	Carriage style driveway with two vehicular crossovers, almost entirely hardstanding. Room to park 4-5 cars.
No.5	Two separate parking areas each with their own crossover, separated by a soft landscaped area.
No.7	Two separate parking areas each with their own crossover, dissected by large entrance steps, modest planting only.
No.9	Two separate parking areas each with their own crossover, large shingle area, modest planting only.
No.11	Property has two vehicular crossovers but only one in use to a large paved parking area, landscaping behind boundary wall.
No.13	Carriage style driveway with two vehicular crossovers, good levels of planting to peripheries.
No.15	Served by a wide vehicular crossover shared with No.17. Large, paved parking area but also front lawn and limited planting to peripheries.
No.17	Two separate parking areas each with their own crossover, dissected by lawn area, good levels of planting to peripheries.

No.19 (Site)	Presently has two crossovers, one to a tandem tow car parking space and a second perpendicular access to a double garage abutting the back of the pavement.
No. 2e & 2f	A pair of semi-detached dwellings at the entrance to Beacon Close each with a garage and driveway to park two cars each, lawn areas with limited tree planting.
Nos. 2c & 2d + 17 & 16 Woodhall Cl.	A terrace of four dwellings each with integrated garages and large driveways to park 2+ vehicles each, with limited lawn area and planting only.
No. 2	A bungalow with a forward projecting garage and large parking area for 4-6 cars plus a further gravel area with some planting. Mature trees on the boundary with the sub-station area.
No.4	Carriage style driveway with two vehicular crossovers, almost entirely hardstanding with room to park 4-5 cars.
No.6	Carriage style driveway with two vehicular crossovers, some modest planting to peripheries. Room to park 4-5 cars.
No.8	Carriage style driveway with two vehicular crossovers, almost entirely hardstanding with room to park c.8 cars.
No.10	Carriage style driveway with two vehicular crossovers, planting to peripheries. Room to park 4-6 cars.
No.12	One vehicular crossover to a large parking area for 8-10 cars, almost entirely hardstanding.
No.14	Carriage style driveway with two vehicular crossovers, planting to peripheries. Room to park 4-6 cars
No.16	Carriage style driveway with two vehicular crossovers, planting to peripheries. Room to park 3-4 cars
No.18	Served by a wide vehicular crossover to a large parking area for 2-3 cars but also front lawn and planting to peripheries including hedgerow.
No.20	Served by a singular vehicular crossover to a parking area for 2 cars but also front lawn and limited planting.
No.22	Served by a singular vehicular crossover to driveway with car port and garage and room for 4 vehicles to park tandem.

Table 1 – Extent of hardstanding, parking and landscaping at each property on Beacon Close.

5.29 Within this context, the revised proposals comprise the following soft landscape features:

- 5 new trees planted to add to help contribute to a verdant streetscene.
- 5 new areas of linear planting beds with hedge row plus lawn to break up parking areas.
- No bin or cycle storage to the front of properties.

5.30 In total, only four vehicles will be able to park on the frontage with two further spaces on the former garage footprint. This is directly comparable to the number of vehicles which can park on the frontages of many of the large, detached dwellings, and only two more spaces than the current dwelling has but, in this case, will be softened by soft landscaping and trees. If considered necessary, the proposal could include a low level brick wall between the vehicular crossovers similar to other properties in the area.

5.31 In addition, the application is supported by an Arboricultural Implications Report which confirms that no trees of high landscape or biodiversity value are to be removed as part of the development. The proposed removal of individuals and groups of trees will represent no alteration to the main arboricultural features of the site, only a minor alteration to the overall arboricultural character of the site and will not have an adverse impact on the arboricultural character and appearance of the local landscape. The proposal complies with Local Policies DMH6 and DMHB14.

Other Matters

5.32 The previous application at this site have confirmed the following:

- The proposals do not raise any safeguarding concerns in regard to being within the 3km of the RAF Northolt Zone.
- The site has low archaeological potential and no further assessment or conditions are therefore necessary.
- Redevelopment of the site with two-storey form of development would not unduly impact on the living conditions of neighbouring occupiers.
- The proposal satisfactorily demonstrates that there would be no harm to protected species and their habitats, and subject to the provision of the recommended biodiversity enhancements, the proposal would make a positive contribution to the ecological value of the site.
- Renewable energy / sustainability measures can be secured by condition.

6.0

SUMMARY

6.1 Whilst the Applicant maintains that the previous application was acceptable overall, this revised scheme has been specifically designed to address the LPA's concerns to application 17969/APP/2023. In this regard, this Statement has demonstrated the following:

Reason	Refused Scheme	Revised Scheme Resolution
1. Scale of Development	The terrace of four dwellings was considered by the LPA to be an incongruous form of development to the prevailing pattern of development	As two pairs of semi detached dwellings, the proposed massing and layout is directly reflective of the majority of dwellings on Beacon Close and retains space and views around the built form.
2. Building Line	The proposal, by reason of its forward projection beyond the established front building line in this section of Beacon Close, plot width, depth, massing, bulk, scale and design, would fail to harmonise with the character and architecture of surrounding properties.	It is unclear why building line was cited as there was no notable change previously, but the current scheme reflects the building line, massing, bulk, scale and design of surrounding buildings and will therefore harmonise with the character of the area.
3. Extent of hard standing	LPA considered the scheme to have an excessive area of hard standing for parking, negligible soft landscaping which with associated cycle stores and refuse bins in the front gardens, would be out of keeping with the character of the site and the surrounding street scene. The proposal would introduce an urbanising form of development harmful to the open and verdant character and appearance of the area.	The Applicant rejects the LPA's assessment of the character of Beacon Close and that development of the site would erode the existing character. Nevertheless, the revised scheme includes less hard standing and more soft landscaping to the frontage. The scheme will enhance the streetscene by removal of the existing garage and new planting.
4. Absence of legal agreement	Due to the recommendation for refusal, no legal agreement was entered into to cover the proposed highways work and preventing the issuing of parking permits to future occupiers of the proposed dwellings which are located within a permit-controlled area.	No highways works are now proposed other than one additional dropped kerb which does not require a S.278 agreement. A Unilateral Undertaking will be entered into to control parking permits to future occupiers.

6.2 Overall, the proposed scheme redevelops the site to provide a harmonious, attractive and high-quality development which will assimilate with the established character of the area whilst providing a significant benefit in additional delivery of housing. The proposal does not conflict with any policy and therefore the presumption in favour of sustainable development such be applied, and planning permission granted without delay.