
Appeal Decision

Site visit made on 20 February 2017

by G J Fort BA PGDip LLM MCD MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 02 March 2017

Appeal Ref: APP/R5510/W/16/3164742
71 Weymouth Road, Hayes UB4 8NG

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr & Mrs John O'Callaghan against the decision of the Council of the London Borough of Hillingdon.
 - The application Ref 61543/APP/2016/1942, dated 21 May 2016, was refused by notice dated 2 August 2016.
 - The development proposed is the erection of a single-storey attached one-bedroom dwelling house with associated car parking space and creation of new approved crossover to existing dwelling. New soft and hard landscaping to front garden. New pedestrian access to proposed new dwelling. Demolition of temporary side car port.
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Decision

1. The appeal is dismissed.

Main Issues

2. I consider the main issues in this appeal to be the effects of the proposed development on the character and appearance of its host building and its surroundings.

Reasons

3. The appeal site comprises a semi-detached dwelling on the corner of Weymouth Road and Goshawk Gardens and its considerable side space. Although there are schools and a library in the wider environs of the appeal site, it is situated in a broadly residential area, comprising in the main semi-detached dwellings of two-storeys and within generous plots. The pair of dwellings including No 71, like those immediately inter-visible, are hipped-roofed with a central chimney stack, imparting a strong sense of symmetry to their front aspect.
 4. The proposed development would remove a car port of lightweight construction to the side of No 71. This would facilitate the construction of a single-storey hipped-roofed house attached to No 71. The proposed dwelling would front onto Goshawk Gardens, and its parking would be provided to the rear of the plot accessed by a widened highway crossover from Goshawk Gardens. A highway crossover would be installed on Weymouth Road facilitating access to car parking in the front garden of No 71.
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5. The proposed development would not be set back from the front building line of its host dwelling, and due to the orientation of its roof a visually prominent valley would be formed between where its eaves attach to the flank wall of No 71, and its roof ridge. Consequently, the proposed development would be a visually jarring feature, which would undermine the symmetry and balance of the host building's front aspect to a substantial degree. As a result, the proposed development would cause considerable harm to the character and appearance of its host building, an effect that would not be mitigated to any material degree by its limited scale and bulk.
6. I saw that the crossroad of Weymouth Road and Goshawk Gardens, which the appeal site addresses, is wide and has a spacious character that is enhanced by the setback and generous plotting of the corner properties that surround it. The car port at the appeal site, due to its lightweight timber construction does not deplete this sense of spaciousness; however, the proposed development would be much more substantial in appearance and would reduce the openness of the plot to a significant degree. Moreover, the proposed dwelling's amenity space would be constrained in comparison to the more generous plotting of the surrounding development pattern. Consequently, the proposed development would appear cramped and shoehorned onto the corner site imparting an overdeveloped character to the plot, and would thus be a discordant contrast to the spacious character of its surroundings.
7. The proposed development's discordant relationship with the character of its surroundings would be exacerbated by its scale, siting and design, which would be wholly at variance with the two-storey semi-detached character of adjacent dwellings. These effects would be intensified by the prominent siting of the proposed dwelling proud of the adjacent buildings on Goshawk Gardens, rendering it widely visible within the surrounding streetscene. These considerations, taken together, lead me to the view that the proposed development would cause considerable harm to the character and appearance of its surroundings.
8. Whilst I note other examples of development of corner plots submitted by the appellants, including one that gained permission at appeal¹, none are immediately inter-visible with the appeal property and thus do not provide a context for the proposal or a precedent to be followed in this case due to the considerable harm that the proposed development would cause. The example at the other corner of Weymouth Road (No 25) due to its set back, roof style and scale does not have the kind of discordant relationship with the streetscene that the appeal scheme would have. In any event, each proposal needs to be considered on its own planning merits.
9. For the reasons given above, the proposed development would cause considerable harm to the character and appearance of its host building and the wider surroundings. As a result, it would conflict with Policies BE1 of the Hillingdon Local Plan (Part 1) (adopted November 2012) and Policies BE13, BE15 and BE19 of Hillingdon's Local Plan Part 2: Saved Unitary Development Plan Policies (adopted November 2012); and Hillingdon's supplementary planning documents Residential Layouts (adopted July 2006) and Residential Extensions (adopted December 2008). Taken together, and amongst other matters, the policies and documents seek to ensure that new development

¹ APP/R5510/A/07/2048674

improves and maintains the quality of the built environment in order to create successful neighbourhoods, and is designed to be appropriate to the identity and context of the borough's townscape.

Other Matters

10. The proposed development could comply with the Government's Nationally Described Space Standard, and provide a reasonable amount of amenity space for its occupants, including enhanced landscaping. Off-street parking could be improved as a result of the proposed development. I note too that the appellants entered into pre-application consultation with the Council to help to shape the proposal. However, in the overall planning balance these matters, taken individually or cumulatively, do not outweigh the considerable harm that the proposed development would cause to the character and appearance of its host building and surroundings.

Conclusion

11. The proposed development would conflict with the development plan insofar as the policies have been drawn to my attention are concerned. As no material considerations have been advanced that would justify a departure from the development plan in this instance, I conclude, for the reasons given above, and having regard to all other matters raised, that the appeal should be dismissed.

G J Fort

INSPECTOR