



APPEAL BY:
Mr Faisal Tariq

AGAINST THE LONDON BOROUGH OF HILLINGDON COUNCIL'S REFUSAL
TO GRANT PLANNING PERMISSION FOR:

Crossover and hardstanding to the front

AT

70 Hatch Lane Harmondsworth West Drayton UB7 0BA

London Borough of Hillingdon Council's Reference: 75960/APP/2023/2104

WRITTEN REPRESENTATIONS: GROUNDS OF APPEAL

NOVEMBER 2023

RJS PLANNING

T: 0208 3543582 M: 07884 138682 E: info@rjsplanning.co.uk
RJS Planning. 15 Vale Court, Ealing Road, Brentford, TW8 0LN

1.0 INTRODUCTION

- 1.1 This statement has been prepared by RJS Planning, on behalf of Mr Faisal Tariq, in support of the appeal lodged against the refusal of planning application 75960/APP/2023/2104.
- 1.2 The application was registered on 17th July 2023 and sought planning permission for a crossover and hardstanding to the front of No. 70 Hatch Lane, in the village of Harmondsworth, West Drayton. The application was refused under delegated authority on 4th September 2023 for the following reasons:
1. *The proposed development by reason of the partial loss of the soft landscaping and grass verge to the frontage and the consequent excessive area of hardstanding, would be detrimental to the character, appearance and visual amenities of the street scene and would fail to either preserve or enhance the character or appearance of the Harmondsworth Village Conservation Area. The proposal is therefore contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 1, DMHB 4, DMHB 11, DMHB 12 and DMHB 14 of the Hillingdon Local Plan Part Two - Development Management Policies (January 2020), Policy 7.8 of the London Plan (2016) and the National Planning Policy Framework (2019).*
 2. *The proposed development, by reason of its siting in relation to the adjacent bus stop and with vehicles reversing on to Hatch Lane, would result in the disruption of the free flow of traffic and obscured visibility to the detriment of highway and pedestrian safety contrary to Policies DMT 2 and DMT 6 of the Hillingdon Local Plan Part Two - Development Management Policies (January 2020).*
- 1.3 This grounds of appeal will address the central concerns raised within the Council's reasons for refusal, notably:
- Whether the proposed development by reason of the partial loss of the soft landscaping and grass verge to the frontage and the consequent excessive area of hardstanding, would be detrimental to the character, appearance and visual amenities of the street scene and would fail to either preserve or enhance the character or appearance of the Harmondsworth Village Conservation Area; and
 - Whether the proposed development, by reason of its siting in relation to the adjacent bus stop and with vehicles reversing on to Hatch Lane, would result in the disruption of the free flow of traffic and obscured visibility to the detriment of highway and pedestrian safety.
- 1.4 To set some context, this statement will first provide a description of both the appeal property and the proposed development. The statement will then discuss the relevant national and local planning policies before responding to the Council's concerns.

RJS PLANNING

2.0 CONSULTATION

- 2.1 The 3 neighbours, the Harmondsworth and Sipson Residents Association, Highways, and Harmondsworth Conservation Area Advisory Panel were consulted, and there were only comments received from the Highways Officer and the Harmondsworth Conservation Area Advisory Panel. Their response will therefore be discussed later in this statement.

3.0 THE SITE

- 3.1 The appeal property is a two storey 1930s semi-detached family dwellinghouse located on the west side of Hatch Lane, it is set back behind a grass verge and a 10.5m long lawned garden to the front. At the rear the property has a 21m long garden with a detached outbuilding on the rear boundary and a service road beyond.



Appeal Property - No. 70 Hatch Lane

- 3.2 No. 70 is set within a semi-rural residential area and is part of a row of similar semi-detached properties with attached dwelling No. 68 to the north and is separated from No. 72 to the south by a shared pathway. There is a bus stop located to the southeast of the site and there are open fields to the opposite side of Hatch Lane.



Appeal Site and Surrounding Area

- 3.3 The appeal site is within the Harmondsworth Village Conservation Area; however, it is not a listed or locally listed building, and is not close to any listed buildings.

RJS PLANNING

T: 0208 3543582 M: 07884 138682 E: info@rjsplanning.co.uk
RJS Planning, 15 Vale Court, Ealing Road, Brentford, TW8 0LN

4.0 RELEVANT SITE HISTORY

4.1 Planning Application Reference: 75960/APP/2020/3418 (see Appendix A)

Installation of vehicular crossover to front and associated works

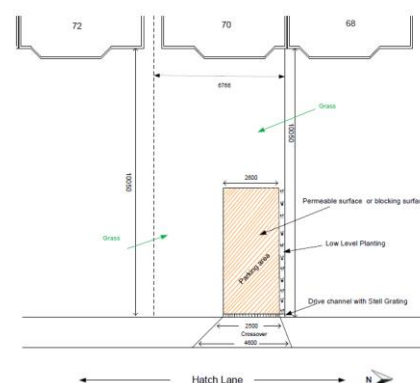
Refused 04-02-2021

4.2 The above application was refused for the following reasons:

1. *The proposed development by reason of the loss of the soft landscaping and grass verge to the frontage which is a common and attractive feature on this part of Hatch Lane and the consequent excessive area of hardstanding, would be detrimental to the character, appearance and visual amenities of the street scene and would fail to either preserve or enhance the character or appearance of the surrounding Harmondsworth Village Conservation Area. The proposal is therefore contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One – Strategic Policies (November 2012), Policies DMHB 1, DMHB 4, DMHB 11, DMHB 12 and DMHB 14 of the Hillingdon Local Plan Part Two - Development Management Policies (January 2020), Policy 7.8 of the London Plan (2016) and the National Planning Policy Framework (2019).*
2. *The proposed development, by reason of the excessive width of the proposed crossover that would be required to access the proposed parking spaces, its siting in relation to the adjacent bus stop and with vehicles reversing on to Hatch Lane would result in the disruption of the free flow of traffic and obscured visibility to the detriment of highway and pedestrian safety contrary to Policies DMT 2 and DMT 6 of the Hillingdon Local Plan Part Two - Development Management Policies (January 2020).*

5.0 APPEAL PROPOSAL

5.1 The appeal application sought planning permission for the creation of a vehicular crossover to create a parking space within the frontage of the site. The crossover requested extends a maximum of 4.6m at the kerb where it adjoins the highway, and 2.5m where it enters the site. The crossover will provide access to a new hardstanding that measures 2.6m in width by 6.0m in depth.



Proposal Plan

5.2 The parking space will have a permeable surfacing such as block paving and this will have a drainage channel at the threshold of the site to catch any rainwater run-off. A strip of low level planting is proposed to the north side of the parking space, on the boundary with No. 68 and the rest of the garden will remain lawned.

RJS PLANNING

T: 0208 3543582 M: 07884 138682 E: info@rjsplanning.co.uk
RJS Planning, 15 Vale Court, Ealing Road, Brentford, TW8 0LN

6.0 RELEVANT PLANNING POLICY

6.1 The reasons for refusal refer to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 1, DMHB 4, DMHB 11, DMHB 12, DMHB 14, DMT 2 and DMT 6 of the Hillingdon Local Plan Part Two - Development Management Policies (January 2020), Policy 7.8 of the London Plan (2016) and the National Planning Policy Framework (2019).

6.2 It is however important to note that the London Plan (2016) and the National Planning Policy Framework (2019) have been replaced by the London Plan (2021) and the National Planning Policy Framework (2021).

6.3 The following paragraphs provide a brief summary of the relevant policies and the applicable guidance within the National Planning Policy Framework. The paragraphs are in a hierarchical order relative to national and local planning policy.

National Planning Policy Framework – February 2021 (NPPF)

6.4 The NPPF (July 2021) sets out the Government's planning policies for England and how these are expected to be applied, this document replaces the National Planning Policy Framework published in February 2019. The following sections and paragraphs make reference to the parts of the NPPF which are directly relevant to this appeal.

Achieving sustainable development

6.5 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. These address social progress, economic well-being and environmental protection. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives): economic, social and environmental.

Decision-making

6.6 Paragraph 38 states that local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Promoting sustainable transport

6.7 Paragraph 107 states that if setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

- 6.8 Paragraph 108 adds that the *“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network”*.

Achieving well-designed places

- 6.9 Section 12 of the NPPF describes how the creation of high quality buildings and places is fundamental to what the planning and development process should achieve, stating that *“Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”*.

- 6.10 Paragraph 130 states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

- 6.11 Whilst Paragraph 134 highlights that development that is not well designed should be refused, it also states that conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Proposals affecting heritage assets

6.12 Paragraph 197 states that in determining applications, local planning authorities should take account of:

a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

c) the desirability of new development making a positive contribution to local character and distinctiveness.

Considering potential impacts

6.13 Paragraph 201 states *“Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss”.*

6.14 Paragraph 202 explains that *“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use”.*

6.15 Paragraph 203 adds that *“The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset”.*

6.16 Paragraph 206 states *“Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably”.*

6.17 Paragraph 207 adds that *“Site should be treated either as substantial harm under paragraph 200 or less than substantial harm under paragraph 201, as appropriate,*

taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole”.

- 6.18 Finally, paragraph 208 states that *“Local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies”.*

The London Plan (2021)

- 6.19 The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor’s vision for Good Growth. The Plan is part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital.

Policy HC1: Heritage conservation and growth

- 6.20 Part C states that *“Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets’ significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process”.*

Policy T6.1: Residential Parking

- 6.21 New residential development should not exceed the maximum parking standards set out in Table 10.3, which states 3+ bedroom properties in an area with a PTAL 2-3, in Outer London, require a maximum parking provision of up to 1 car parking spaces per dwelling.

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

- 6.22 The Hillingdon Local Plan is the key strategic planning document for Hillingdon and has an ambition for Hillingdon to be an attractive and sustainable borough.

Policy BE1 – Built Environment

- 6.23 Policy BE1 is a general policy that states that the Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.
- 6.24 Criterion 1 of the policy states that new developments should achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area and which contributes to community cohesion and a sense of place.

- 6.25 Criterion 2 of the policy states that proposals should be designed to be appropriate to the identity and context of Hillingdon's buildings, townscapes, landscapes and views, and make a positive contribution to the local area in terms of layout, form, scale and materials and seek to protect the amenity of surrounding land and buildings, particularly residential properties.

Policy HE1: Heritage

- 6.26 The Council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes, designated heritage assets such as statutorily Listed Buildings, Conservation Areas and Scheduled Ancient Monuments.

Local Plan Part 2 - Development Management Policies (adopted Jan 2020)

- 6.27 This Development Management Policies document forms part of Hillingdon's Local Plan Part 2. Its purpose is to provide detailed policies that will form the basis of the Council's decisions on individual planning applications. Policies DMHB 1, DMHB 4, DMHB 11, DMHB 12, DMHB 14, DMT 2 and DMT 6 are referred to within the reason for refusal.

Policy DMHB 1: Heritage Assets

- 6.28 Section A) states development that has an effect on heritage assets will only be supported where:

- i) it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation;*
- ii) it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF;*
- iii) it makes a positive contribution to the local character and distinctiveness of the area;*
- iv) any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset;*
- v) the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials;*
- vi) buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and*
- vii) opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.*

Policy DMHB 4: Conservation Areas

- 6.29 New development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness.

Policy DMHB 11: Design of New Development

- 6.30 Section A) 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; harmonising with the local context by taking into account the surrounding 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.

- 6.31 Section B) states development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space; Section C) states development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential; and Section D) explains that development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste.

Policy DMHB 12: Streets and Public Realm

- 6.32 Section A) states that development should be well integrated with the surrounding area and accessible, and amongst other criteria, it should ensure public realm design takes account of the established townscape character and quality of the surrounding area.

Policy DMHB14: Trees and Landscaping

- 6.33 Section A) states that all developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.
- 6.34 Section B) describes how 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.

Policy DMT 2: Highways Impacts

6.35 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

6.36 Section A) states that 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.*

Appendix C

6.37 The minimum dimensions of a standard car parking bay are 2400mm x 4800mm for spaces and for a wheelchair accessible car parking bay 2400mm x 4800mm plus shared 1200mm transfer zone as detailed in the Council's Accessibility SPD. Car parking spaces for dwelling houses should be designed in accordance with sustainable drainage principles; minimise areas of hard standing; ensure gates do not swing outwards and that the positioning of the car park does not cause the parked vehicle to overhang the pavement; leave enough space between the dwelling and vehicle (1200mm) to allow access for a wheelchair user in accordance with the Council's Accessible Hillingdon SPD May 2013; and make provision for electric vehicle charging points. For dwelling houses with vehicular access onto a classified highway, vehicles must be able to enter and exit the site in a forward gear. Vehicle crossovers must be constructed to Council standards and meet engineering requirements. As a guide, the width of a standard (domestic) crossing is 2.5m at the back of the public footway increasing to 4.6m at the kerbside. Crossovers which cover the full frontage may not be permitted.

7.0 THE APPELLANT'S CASE

Introduction

7.1 The appellant's case will focus on the central concerns within the reasons for refusal, notably:

- *Whether the proposed development by reason of the partial loss of the soft landscaping and grass verge to the frontage and the consequent excessive area of hardstanding, would be detrimental to the character, appearance and visual amenities of the street scene and would fail to either preserve or enhance the character or appearance of the Harmondsworth Village Conservation Area; and*
- *Whether the proposed development, by reason of its siting in relation to the adjacent bus stop and with vehicles reversing on to Hatch Lane, would result in the disruption of the free flow of traffic and obscured visibility to the detriment of highway and pedestrian safety.*

7.2 The main considerations in assessing this case were as follows:

- Background to the case
- Character and appearance of the existing property and conservation area
- Highway and pedestrian safety
- Appellant's requirements

Background to the case

7.3 Planning application reference 75960/APP/2020/3418 for the 'Installation of vehicular crossover to front and associated works'; was refused on 4th February 2021, by reason of the loss of the soft landscaping and grass verge to the frontage and the consequent excessive area of hardstanding, that was considered would be detrimental to the character, appearance and visual amenities of the street scene and would fail to either preserve or enhance the character or appearance of the surrounding Harmondsworth Village Conservation Area.

7.4 The previously proposed development was also considered to result in the disruption of the free flow of traffic and to have obscured visibility, to the detriment of highway and pedestrian safety, by reason of the excessive width of the proposed crossover that would be required to access the proposed parking spaces, its siting in relation to the adjacent bus stop and vehicles reversing on to Hatch Lane.

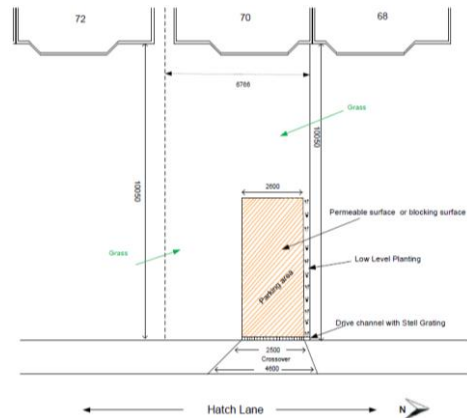
7.5 The proposal has therefore been significantly scaled down in size, with the previous application having sought a full width 7.666m crossover, and the replacement of the whole lawn with a block paved hardstanding.

Character and appearance of the existing property and conservation area

- 7.6 As illustrated, the proposed crossover and area of hardstanding are modest in size, with the previously proposed width of the crossover at the kerb reduced from 7.666m to 4.6m and the width of the crossover at the threshold of the side reduced to 2.5m.
- 7.7 The area of permeable block paved hardstanding has also been significantly scaled down from covering the whole front garden area to providing just a 2.6m by 6.0m parking space.



Previously Proposed Scheme



Current Appeal Proposal

- 7.8 It is noted that the Highways Officer for application 75960/APP/2020/3418 stated *"There are highway objections to this proposal as it would not be compliant with the Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 6: Vehicle Parking. This requires that vehicle crossovers must be constructed to Council standards which does not permit crossovers that 'cover the full frontage of the property'."*
- 7.9 The Conservation Officer stated for application 75960/APP/2020/3418 *"The proposed vehicular crossover would stretch across the entire width of the site resulting in the frontage being entirely paved over. The grass verge to the front of the site does not form part of the application site area, however due to the extent of the vehicular cross over it would result in its entire removal. The grass verge within the public realm is a characteristic feature to the front of the properties along Hatch Lane. It softens the appearance of the street scene and positively relates to the semi-rural environment in which Harmondsworth village is set. The loss of the verdant qualities of the site would dramatically alter the character and appearance of the site and wider street scene. As proposed the development would be considered unacceptable. The extent of the vehicular crossover for a domestic property would be considered excessive. **There would be scope for a smaller vehicular crossover, which would also allow for the part retention of the grass verge to the front of the site.** It would also be strongly recommended that greenery is also retained with the front garden."*

- 7.10 The change in design and scale of the development therefore ought to be considered to have overcome the concerns raised, and the subsequent reasons for refusal, as described within the Delegated Report and Decision Notice for application 75960/APP/2020/3418.
- 7.11 The proposed vehicular crossover will be located on a classified road which is predominantly residential in nature. The highway is straight adjacent to the appeal property and has good visibility in both directions, with a bus stop positioned to the southeast of the proposed crossover.



View of the Highway adjacent to Appeal Property looking towards the South



View of the Highway adjacent to Appeal Property looking towards the North

RJS PLANNING

T: 0208 3543582 M: 07884 138682 E: info@rjsplanning.co.uk
RJS Planning. 15 Vale Court, Ealing Road, Brentford, TW8 0LN

- 7.12 As pictured below, other properties in the immediate locality have off-street parking provision within their front curtilages, including the immediate neighbour at No. 68. therefore the addition of a new vehicular crossover and small area of hardstanding to provide one parking space at No. 70 would not appear out of character with the surrounding residential setting.



Hardstanding to provide Parking Area at No. 68 Hatch Lane

- 7.13 Nos. 84 and 88 to the south of the appeal site have been granted crossovers by the Council, with the Delegated Report for No. 84 (see **Appendix B**) stating *“It is regrettable that no soft landscaping or boundary treatment is proposed with the application for the crossover, however in terms of what is proposed it is considered to be acceptable in relation to its impact on the character and appearance of the Conservation Area, as it would cause no significant harm compared to the existing scenario”* despite objections from the Harmondsworth Conservation Area Advisory Panel.



Crossovers and Hardstandings at No. 84 and 88 Hatch Lane

- 7.14 The Delegated Report for No. 88 (see **Appendix C**) also states *“With regard to the character of the area the proposed vehicle crossover would be comparable to a number of similar crossovers nearby. The proposed works are therefore not considered harmful to the character of the area. A landscaping condition has been recommended to require full details of hard and soft landscaping to be submitted and to ensure surface water is not discharged onto the highway”* as such, the modest proposal at No. 70 should also be considered to cause no harm to the character of the setting or the conservation area.

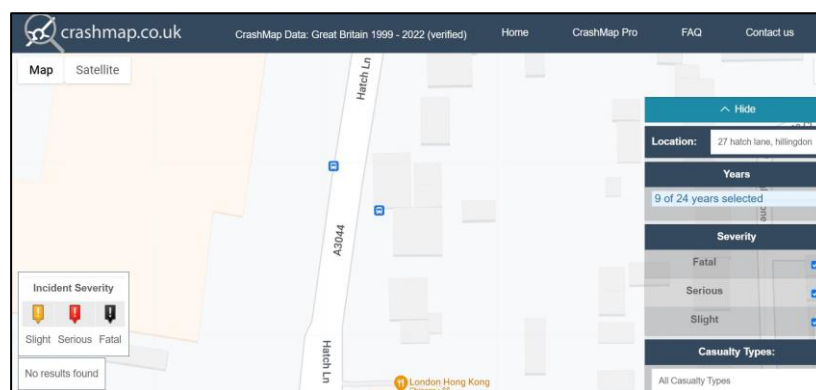
- 7.15 The image below shows that there is an example of a crossover having been granted within bus stop cage markings at No. 27 Hatch Lane, with the approval detailed in **Appendix D**.



- 7.16 As pictured, No. 29 also has a crossover in the same bus stop cage and several houses have crossovers within close proximity to the same bus stop.



- 7.17 The Crashmap data below further demonstrates that despite the driveways being close to the bus stop there have been no accidents in the locality of Nos. 27 and 29 in the past 9 years.



RJS PLANNING

T: 0208 3543582 M: 07884 138682 E: info@rjsplanning.co.uk
RJS Planning. 15 Vale Court, Ealing Road, Brentford, TW8 0LN

7.18 Section F of Policy DMHD 1: Alterations and Extensions to Residential Dwellings, states in relation to front gardens and parking that new or replacement driveways should use permeable (porous) surfacing, and that surfaces of more than five square metres will need planning permission for laying traditional, impermeable driveways.

7.19 In this case, the proposed hardstanding will cover an area of 15.6m² although this has been carefully considered to include a permeable block paved surface that will have an ACO drainage channel across the threshold of the site to capture any rainwater run-off, together with a strip of low level planting to the north side on the boundary with No. 68 to further aid water absorption and to maintain the verdant nature of the site.

7.20 The parking space will be set within the existing front lawn with the footpath to the front door also maintained, with the Planning Officer having acknowledged that “The concerns relating to the loss of the entire grass verge to the front of the site raised in respect of the previous application are reduced in this application given that the submitted plans indicate the loss of approximately half of the verge rather than the entire frontage.”



Front Garden with Proposed Crossover & Hardstanding

7.21 Officers however continue to have concerns that the partial loss of the verge would impact the verdant qualities of the site and would continue to alter the character and appearance of the site and wider street scene, which is unjustified given the surrounding pattern of development and previous approvals.

7.22 Overall, it is argued that the development ought to be considered acceptable and of no harm to the character and appearance of the conservation area and street scene, in accordance with Policies BE1 and HE1 of the Hillingdon Local Plan (November 2012) policies DMHB 4, DMHB 11, DMHB 12 and DMHB 14 of the Hillingdon Local plan - Part Two (2020).

Highway and pedestrian safety

- 7.23 In regard to highway safety, the previous application was refused *“by reason of the excessive width of the proposed crossover that would be required to access the proposed parking spaces, its siting in relation to the adjacent bus stop and with vehicles reversing on to Hatch Lane would result in the disruption of the free flow of traffic and obscured visibility to the detriment of highway and pedestrian safety”* and whilst it is acknowledged that concerns in regard to the proximity of the property to the bus stop were mentioned, the width of the proposed crossover was the main concern as this brought the crossover in more direct conflict with the bus stop.
- 7.24 The Highways Officer has noted that the Council's Domestic Vehicle Footway Crossover Policy guidance (2022) states, *“New crossovers are not permitted within 10 metres of a bus stop flag (where there is no cage) or within bus stop cage markings to ensure that accessibility and safety for bus passengers are not affected. Where a bus stop is used by more than one bus service this distance may be extended to 20m to facilitate 2 buses arriving at the stop at the same time as appropriate.”*
- 7.25 In this case, the bus stop has a cage marking and the proposed crossover will be to the north of this, and as such, will not affect passengers. Moreover, due to the direction of traffic, any second bus would be positioned to the south of the cage markings, and therefore set further away from the appeal property and the proposed crossover.



Bus Stop Cage to the South of the Proposed Crossover

- 7.26 It should be noted that the road has a 20mph speed limit for this section of the highway and speed bumps to either side of the appeal site with the nearest being set just 15m to the north, which will further slow traffic passing the crossover. It is therefore argued that the proposal will not be contrary to the guidance or detrimental to highway and pedestrian safety.

RJS PLANNING

T: 0208 3543582 M: 07884 138682 E: info@rjsplanning.co.uk
RJS Planning, 15 Vale Court, Ealing Road, Brentford, TW8 0LN

- 7.27 The Harmondsworth Conservation Area Advisory Panel consultation describes Hatch Lane as a busy 'A' road where vehicles reversing out onto it are a danger to themselves, to any passing pedestrians, and to the traffic on the road; however, the slow pace of traffic and excellent visibility of the highway from the property will ensure that the crossover can be used safely, just like all the other nearby crossovers along the west side of Hatch Lane. Furthermore, the appellant would be much more likely to reverse into the site and leave in a forward gear as this would be the safest option, with the clear view from the garden area towards the highway shown below.

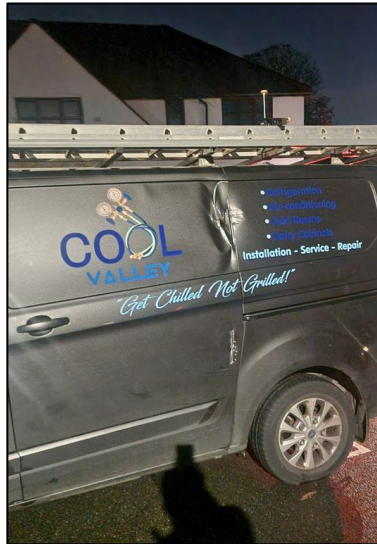


- 7.28 Given the position of the crossover in relation to the bus stop and the straight road with low speed limit and speed bumps, it is argued that together with the open views of the highway from the site, the proposal will not result in a danger to highway safety. Moreover, pedestrians will have a clear view of the parking area and any vehicles entering or leaving the parking space. The proposal therefore ought to be considered compliant with Policies DMT 2 and DMT 6 of the Hillingdon Local Plan Part Two - Development Management Policies (January 2020) and to provide a safe and efficient vehicular access to the highway network which will meet the Council's standards.

Appellant's requirements

- 7.29 The appellant is in need of an off-street parking space for his work van which currently has to be parked around the corner and out of sight from the appeal property in Candover Close. The van has been broken into 5 times, and most recently on 9th November 2023, with the damage to the van being significant this time and all his tools having been taken. This results in the appellant having to repeatedly pay for repairs to the van whilst also suffering loss of earnings and the further expense of buying his tools again. The appellant has reported every break-in to the police but they do not even attend the scene and this issue is therefore causing significant stress and trauma, due to dealing with regular, repeated break-ins.

- 7.30 The following images show the level of damage to the van and the urgent need to park it where it can be seen from the house and in a position which is clearly visible from public surveillance within the street scene of Hatch Lane, as this would discourage further break-ins to the van and would also reduce the escalating insurance premiums, if the appellant could tell the insurance company that the vehicle is to be parked off-street, within the front curtilage.



Damage 9th Nov 2023



Damage 9th Nov 2023



Previous Break-ins



Previous Break-ins

- 7.31 The appellant would be very grateful if this issue can be taken into account with paragraph 130 (f) of the NPPF (2021) stating that proposals should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

8.0 CONCLUSION

- 8.1 This statement has demonstrated that it is overly cautious for the Council to suggest that the proposed vehicular crossover and associated hardstanding to the dwellinghouse would cause detriment to the character, appearance and visual amenities of the street scene and the Harmondsworth Village Conservation Area, with many nearby properties to the north and south of the appeal dwelling having been granted crossovers and parking spaces within their front curtilages to the western side of Hatch Lane.



**Crossovers to
the North**



**Crossovers to
the South**

- 8.2 In regard to its siting in relation to the adjacent bus stop, the appellant would reverse into the parking space so that the rear of his van faces the property for security purposes and so that he can safely exit the site in a forward gear. Common sense would prevent him from doing either of these manoeuvres when a bus is parked at or approaching the bus stop, as when using the highway, sensible decisions need to be made to prevent danger for drivers, cyclists and pedestrians continually and it is argued that the appellant can enter and exit the site on this 20mph highway, without disrupting the flow of traffic or creating a hazard to other road users.
- 8.3 Furthermore, the new crossover will not enter the cage road markings for the bus stop and therefore ought to be considered to comply with the Council's *Domestic Vehicle Footway Crossover Policy guidance (2022)*, and the *NPPF (2021)*, which states that the *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”* which would not be the case in this instance.
- 8.5 The NPPF (2021) also states that decision-takers at every level should seek to approve applications for sustainable development where possible and that applications should be considered in the context of the presumption in favour of sustainable development. For the above reasons it is therefore politely requested that this appeal is allowed.