

DELEGATED HOUSEHOLDER 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 an 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.	ADVERTISMENT 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 the Heads of Terms have already received Committee approval	☐
25.	WORKS TO TREES	☐
26.	OTHER (please specify)	☐

The delegation powers schedule has been changed. Interim Director of Planning, Regeneration & Public Realm can determine this application

Case Officer:

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informative's 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 DETAILS SHOULD BE USED IN THE PS2 RETURNS ODPM

Development: Crossover and hardstanding to the front.

Drawing Nos:

Location Plan

Cross over plan

Date Plans received: _____ **Date(s) of Amendments(s):** _____

Date Application valid

1. CONSIDERATIONS

1.1 Site and Locality

The existing property is a semi-detached dwelling dating from the 1930s located within the Harmondsworth Village Conservation Area.. It features a double height bay to the front and a simple gable roof form finished in a profiled tile. The elevations are finished in a pebble dash render. It forms part of a planned pocket development which included the creation of Candover Close. The dwelling houses are all built in a similar style, creating a homogenous environment. The property forms parts of one of the gateways into the conservation area, leading towards the historic village core of Harmondsworth. The conservation area is semi-rural in character, surrounded by open fields.

The frontages to houses are verdant in appearance, with grassed areas extending up to the pedestrian pavement. Some feature a dwarf brick wall, which can be seen to the front of No.70. The adjacent property at Number 72 has erected a 1m high picket fence and laid hardstanding recently (2022). Grass verges to the front of the site fall outside the property boundary and form part of the pavement area. There is a bus stop located to the south-east of the site.

The frontages along Hatch Lane are considered to be a characteristic, positive feature within the conservation area and contribute to the sense of openness within the street scene and its semi-rural appearance.

1.2 Proposed Scheme

The application seeks planning permission for the installation of a crossover and hardstanding to the front.

1.3 Relevant Planning History

75960/APP/2020/3418

70 HATCH LANE HARMONDSWORTH

Comment on Planning History

75960/APP/2020/3418 - Installation of vehicular crossover to front and associated works 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).

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date: Not applicable

2.2 Site Notice Expiry Date: Not applicable

3. Comments on Public Consultations

The Harmondsworth and Sipson Residents Association and 3 neighbouring properties were consulted by letter dated 24.7.23

Harmondsworth Conservation Area Advisory Panel.

We are opposed to this application. We have seen that the applicant is already using the front garden as a parking space, driving across and damaging the sloping green verge. Hatch Lane is a busy 'A' road with much through traffic so vehicles reversing out onto it are a danger to themselves, to any passing pedestrians, and to the traffic on the road. They incidentally cross over a series of concrete manhole covers which are surely not designed to bear the weight of large vans like the one we saw parked in the garden. One of the reasons the previous application (75960/APP/2020/3418) was refused was "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." Although the hardstanding shown in the current application is not quite so large, there is no guarantee that additional areas will not be added. It should also be noted that there is a bus stop partly in front of this house, introducing yet another traffic conflict to the area of the proposed

dropped curb. For all these reasons we expect this application to be refused.

Highways

Planning permission is sought to construct a vehicle crossover at 70 Hatch Lane. Highways Authority notes that there is a bus stop with a shelter, cage and flag next door to the application site immediately in front of 72 Hatch Lane. As per the Council's Domestic Vehicle Footway Crossover Policy guidance 2022, new vehicle 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 is extended to 20m to facilitate 2 buses arriving at the bus stop. As the application is not in accordance with the Council's Domestic Vehicle Footway Crossover Policy guidance 2022, there are Highway objections to this proposal.

4. 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.HE1	(2012) Heritage

Part 2 Policies:

DMHB 1	Heritage Assets
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP 7.8	(2016) Heritage assets and archaeology
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment

5. MAIN PLANNING ISSUES

The main issues for consideration in determining this application relate to the effect of the proposal on the character and appearance of the existing property and area which lies within the Harmondsworth Village Conservation Area the impact on the amenity of adjoining occupiers and highway and pedestrian safety.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping. It should also not have an adversary impact on the amenity, daylight and sunlight of adjacent properties and open space.

Policy DMHB 4: states:

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. In order to achieve this, the Council will:

- A) Require proposals for new development, including any signage or advertisement, to be of a high quality contextual design. Proposals should exploit opportunities to restore any lost features and/or introduce new ones that would enhance the character and appearance of the Conservation Area.
- B) Resist the loss of buildings, historic street patterns, important views, landscape and open spaces or other features that make a positive contribution to the character or appearance of the Conservation Area; any such loss will need to be supported with a robust justification.
- C) Proposals will be required to support the implementation of improvement actions set out in relevant Conservation Area Appraisals and Management Plan.

The scheme differs from that previously refused in that the width of the crossover has been reduced to 2.5m widening to 4.6m and the parking area reduced in scale. 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. However, officers continue to raise concerns that the verge softens the appearance of the street scene and positively relates to the semi-rural environment in which Harmondsworth village is set. The partial loss of the verdant qualities of the site would continue to alter the character and appearance of the site and wider street scene. As proposed the development would be considered unacceptable. The proposed development would be harmful to the character and appearance of the conservation area and street scene. in conflict 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).

Policy DMT 6 requires that vehicle crossovers must be constructed to Council standards. The Highways Authority notes that there is a bus stop with a shelter, cage and flag next door to the application site immediately in front of 72 Hatch Lane. As per the Council's Domestic Vehicle Footway Crossover Policy guidance 2022, new vehicle 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 is extended to 20m to facilitate 2 buses arriving at the bus stop. As the application is not in accordance with the Council's Domestic Vehicle Footway Crossover Policy guidance 2022, the proposal would be detrimental to highway and pedestrian safety, contrary to Policies DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

The application is recommended for refusal.

6. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 Non Standard reason for refusal

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. NON2 Non Standard reason for refusal

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).

INFORMATIVES

1. On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.
2. 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.

Part 1 Policies

PT1.BE1	(2012) Built Environment
PT1.HE1	(2012) Heritage

Part 2 Policies:

DMHB 1	Heritage Assets
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMT 2	Highways Impacts
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LPP 7.8	(2016) Heritage assets and archaeology
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