

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.	ADVERTISEMENT CONSENT (excluding Hoardings)	☐
19.	PRIOR APPROVAL APPLICATION	☐
20.	OUT-OF-BOROUGH OBSERVATIONS	☐
21.	CIRCULAR 18/84 APPLICATION	☐
22.	CORPSEWOOD COVENANT APPLICATION	☐
23.	APPROVAL OF DETAILS	☐
24.	ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where 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

Item No. **Report of the Head of Development Management and Building Control**

Address: 282 STATION ROAD HAYES

Development: Installation of vehicle crossover and parking to front garden.

LBH Ref Nos: 21313/APP/2023/3578

Drawing Nos: RA-01
RA-02

Date Plans received: 11-12-23 **Date(s) of Amendments(s):**

Date Application valid 11-12-23

1. CONSIDERATIONS

1.1 Site and Locality

The application relates to a two storey mid-row terrace, located on the northern side of Station Road. The principal elevation is set back from the footway by an area of front garden which is laid entirely to hardstanding.

The surrounding area is residential in character comprising mainly of terraced properties.

1.2 Proposed Scheme

Planning permission is sought for the installation of vehicle crossover and parking to front garden.

1.3 Relevant Planning History

21313/APP/2020/396 282 STATION ROAD HAYES

Installation of vehicular crossover

Decision: 12-05-2020 Refused

21313/APP/2011/2922 282 STATION ROAD HAYES

Single storey rear extension

Decision: 27-01-2012 Approved

Comment on Planning History

The planning history for the site is listed above.

21313/APP/2020/396 - Installation of vehicular crossover - REFUSED 12-05-20

Refusal reason:

The proposal would provide a parking space of insufficient depth resulting in vehicles overhanging the footpath to the detriment of pedestrian and highway safety and contrary to policies DMT2 and DMT6 of the Hillingdon Local Plan- Development Management Policies (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

EXTERNAL CONSULTEES:

4 neighbouring properties were consulted on the application by letter dated 22-12-23. The consultation period expired 15-01-24. One representation was received as is summarised as:

- The measurements stated on the proposed drawings are incorrect
- The footpath directly next to the proposed development is very narrow and would lead to pedestrian, wheelchair users, prams and old age pensioner safety concerns.
- The proposed development is located next to a bus stop and concerns are raised regarding safety
- Cars constantly park over the footpath in the surrounding area

INTERNAL CONUSLTEES:

Highway Officer: There is a bus stop with a cage and flag within 10 metres of the application site. As per the Council's Domestic Vehicle Footway Crossover Policy 2022, new vehicle crossovers are not permitted within 10 metres of a bus stop flag (where there is no cage) or within 10 metres of a 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 2022, there are Highways objection to this proposal

OFFICER COMMENT:

The consultee comments have been taken into consideration with pedestrian and highway safety concerns discussed in the below report.

Measurements have been checked and appear accurate. Parking of vehicles on other properties are of no relevance to the application. Consideration of the property depth is considered in the body report alongside its location alongside the bus stop.

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

Part 2 Polices:

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

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, the impact upon the visual amenities of the surrounding area, the impact on the amenity of adjoining occupiers and car parking provision.

The Council produces standing advice with regard to acceptable dimensions for crossovers within the Domestic Vehicle Footway Crossover Policy dated 27th June 2022.

The Hillingdon Local Plan: Part One Strategic Policy BE1 seeks a quality of design in all new development that enhances and contributes to the area in terms of form, scale and materials; is appropriate to the identity and context of the townscape; and would improve the quality of the public realm and respect local character.

Policy DMHB 11 of the 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 adverse impact on the amenity, daylight and sunlight of adjacent properties and open space.

Policy DMT 2 of the Local Plan: Part Two - Development Management Policies (2020) states: Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents; iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy DMT 5 of the Local Plan: Part Two - Development Management Policies (2020) states: A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

- i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
- ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
- iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
- iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.

Policy DMT 6 of the Local Plan: Part Two - Development Management Policies (2020) states:

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

Appendix C of the Council's adopted Local Plan: Part Two - Development Management Policies (January 2020) quite clearly sets out the required dimensions for a parking space. It states:

"The minimum dimensions of a standard car parking bay are 2400mm x 4800mm"

The proposed development includes a vehicle crossover and the provision of one parking space within the front garden.

Vehicle crossovers are seen in the surrounding area and along Station Road, therefore there would be no harmful impact to the character and appearance of the area.

The proposed drawings show that that the maximum depth of the frontage is 4.7m however this does not take into account the front bay window. The maximum depth from the bay window to the footpath is approx. 4m which technically complies with the 'New Short Frontage Policy' within the Domestic Vehicle Footway Crossover Policy (2022). However, the proposed development would be located within 10m of a bus stop flag and cage. As per the Council's Domestic Vehicle Footway Crossover Policy 2022, new vehicle crossovers are not permitted within 10 metres of a bus stop flag (where there is no cage) or within 10 metres of a bus stop cage markings to ensure that accessibility and safety for bus passengers are not affected. As such, it is considered that the proposed vehicle crossover would impact the safety of bus passengers and road users contrary to Policies T4 of the London Plan (2021) and Policies DMT2 and DMT5 of the Hillingdon Local Plan- Development Management Policies (2020).

Conclusion:

The application is recommended for refusal.

6. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 Proximity to Bus Stop

Due to the proximity to an existing bus flag and cage, the proposed development would likely be harmful to pedestrians and road users to the detriment of pedestrian and highway safety contrary to Policy T4 of the London Plan (2021) and Policies DMT2 and DMT5 of the Hillingdon Local Plan-

INFORMATIVES

Standard Informatives

1. The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).
2. The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance..

Part 1 Policies

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

Contact Officer:

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