

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

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

Address: 28 HILLINGDON HILL HILLINGDON

Development: Creation of a hardstanding driveway, vehicle crossover and dropped kerb to the front of the property.

LBH Ref Nos: 79342/APP/2025/613

Drawing Nos: Site Location Plan
AH-730-01

Date Plans received: 06-03-25 **Date(s) of Amendments(s):**

Date Application valid 06-03-25

1. CONSIDERATIONS

1.1 Site and Locality

The application property comprises a two storey semi-detached house located on the southern side of Hillingdon Hill. The property has a soft landscaped front garden with pedestrian pathway and a dwarf wall runs along the frontage. There are controlled parking bays to the front of the property. Officers note that the adjoining property benefits from a vehicular crossover which was approved under application reference 74858/APP/2020/1577.

1.2 Proposed Scheme

The application seeks planning permission for the creation of a hardstanding driveway, vehicle crossover and dropped kerb to the front of the property.

1.3 Relevant Planning History

Comment on Planning History

There is no relevant planning history.

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

2 neighbouring properties were consulted by letter dated 17.3.25. The consultation period expired

on 7.4.25.

There was no local response

Hillingdon Borough Council Highways Officer

The application pertains to the installation of a vehicular crossover at 28 Hillingdon Hill, Uxbridge. The property is situated on a straight, busy section of Hillingdon Hill, which is a classified road. It experiences high volumes of traffic and has 40mph speed limit in operation. The property also has parking management scheme in operation utilised by the residents for car parking which the occupiers of the property are eligible to join. The access to the site would be from Hillingdon Hill via the new proposed vehicle footway crossover, where it would not be possible to turn a vehicle on-plot. This would not be in accordance with the guidance offered in Manual for Streets which states that if the speed and volume of traffic are high on a classified road, then vehicles must be able to exit the plot in a forward gear. As such the proposal is not in accordance with London Plan 2021 Policy T4 on Assessing and Mitigating Transport Impacts, which requires that "development proposals should not increase road danger". The Council notes that the neighbouring property at no.26 already have a vehicle crossover. However this was provided prior to 2021 before the London Plan Policy T4 came into effect. There are highway objections to the proposal as it is anticipated that the vehicle would leave the site and reverse out onto Hillingdon Hill increasing the road safety risk to all road users.

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 Policies:

DMHB 11	Design of New Development
DMHB 18	Private Outdoor Amenity Space
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D4	(2021) Delivering good design
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D6	(2021) Housing quality and standards
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

5. MAIN PLANNING ISSUES

The main planning issues are whether the provision of a crossover at this location would be detriment to highway and/or pedestrian safety, and the impact of the development on the character and appearance of the proposal on the host building and the wider area and the impact on residential amenity and sustainability.

Policy T4 of The London Plan 2021 states that development proposals should not increase road danger.

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012) states that all new developments should achieve a high quality of design in all new buildings and the public realm contributes to community cohesion and a sense of place.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that all development will be required to be designed to the highest standards and incorporate principles of good design.

Policy DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development should be well integrated with the surrounding area.

Policy DMHB 14 of the Hillingdon Local Plan Part Two - Development Management Policies (2020) states that all developments will be expected to retain or enhance trees of merit. The policy also states that planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected.

With regard to front gardens and parking, Policy DMHD1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that:

- i) new or replacement driveways should use permeable (porous) surfacing. Surfaces of more than five square metres will need planning permission for laying traditional, impermeable driveways; and
- ii) the design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene

In terms of character and appearance, the proposal seeks to replace the existing dwarf wall and front garden and replace it with hardstanding (block paving) between stepped retaining walls leading to a 3m wide crossover onto Hillingdon Hill. The proposal would result in the loss of all soft landscaping which is regrettable. Officers note that a number of properties within the immediate vicinity have frontages dominated by hardstanding. Notably the adjoining property at Number 26 has a large area of hardstanding with a small soft landscaped bed adjacent to the house. In the event of an approvable scheme, officers would be minded to secure details of an area of soft landscaping to reflect that at nearby sites. Given officers concerns could be addressed by way of condition, the proposal is considered acceptable in visual terms.

Neighbour Amenity:

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. Policy DMHB 15 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development will be required to comprise good design and create inclusive environments whilst improving safety and security.

Given the nature of the proposed development, it is considered that the proposal would not adversely impact on the amenity, daylight and sunlight of neighbouring residential occupiers. It would therefore be compliant with Policy DMHB 11 of The Local Plan: Part 2 - Development Management Policies (2020), in this regard.

Access, Highways and Parking:

Policy 9 of the National Planning Policy Framework (2023) requires all development applications to provide safe and suitable access to sites for all users.

Policies T4 and T6.1 of the London Plan (2021) requires development proposals to assess and mitigate transport impacts, and ensure the safe provision of appropriate parking.

Policies DMT 1, DMT 2 and DMT 5 of the Hillingdon Local Plan: Part 2 (2020) states that development proposals will be required to ensure that safe, direct and inclusive access for pedestrians.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 (2020) states that development must comply with the Council's parking standards.

The Highways Authority have raised an objection to the proposal. The application property is situated on a straight, busy section of Hillingdon Hill, which is a classified road. It experiences high volumes of traffic and has 40mph speed limit in operation. The property also has parking management scheme in operation utilised by the residents for car parking which the occupiers of the property are eligible to join. The access to the site would be from Hillingdon Hill via the new proposed vehicle footway crossover, where it would not be possible to turn a vehicle on-plot. This would not be in accordance with the guidance offered in Manual for Streets which states that if the speed and volume of traffic are high on a classified road, then vehicles must be able to exit the plot in a forward gear. As such the proposal is not in accordance with London Plan 2021 Policy T4 on Assessing and Mitigating Transport Impacts, which requires that "development proposals should not increase road danger". The Council notes that the neighbouring property at no.26 already have a vehicle crossover. However this was provided prior to 2021 before the London Plan Policy T4 came into effect. There are highway objections to the proposal as it is anticipated that the vehicle would leave the site and reverse out onto Hillingdon Hill increasing the road safety risk to all road users.

For these reasons the proposed development is contrary to Policy DMT 2 of Hillingdon Local Plan: Part 2, Development Management Policies (2020) and London Plan (2021) Policy T4 and the Council's 2022 Domestic Vehicle Footway Crossover Policy, as well as the NPPF, in particular Paragraph 116.

Conclusion

The application is recommended for refusal.

6. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 Non Standard reason for refusal

By virtue of its siting and the inability for vehicles to access and exit the site in a forward gear, the proposed vehicle crossover would significantly reduce highway, pedestrian and cyclist safety. The proposed development is therefore considered to be contrary to Policy DMT 2 of Hillingdon Local Plan: Part 2, Development Management Policies (2020) and London Plan (2021) Policy T4 and the Council's 2022 Domestic Vehicle Footway Crossover Policy, as well as the NPPF, in particular

Paragraph 116.

INFORMATIVES

1. 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.

We have however been unable to seek solutions to problems arising from the application as the principal of the proposal is clearly contrary to our statutory policies and negotiation could not overcome the reasons for refusal.

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 18	Private Outdoor Amenity Space
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D4	(2021) Delivering good design
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D6	(2021) Housing quality and standards
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

Contact Officer: Nicola Taplin **Telephone No:** 01895 250230