

DELEGATED 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: 71 HERCIES ROAD HILLINGDON

Development: Proposed extension to an existing vehicle access crossover.

LBH Ref Nos: 13487/APP/2024/3077

Drawing Nos: LP-01-2024
 Covering letter
 Design and Statement
 COD-01-2024

Date Plans received: 20-12-24 **Date(s) of Amendments(s):**

Date Application valid 20-12-24

1. SUMMARY

The application site consists of a detached bungalow located on the east side of Hercies Road. An application has been submitted to extend the existing vehicle access crossover.

The development raises safety concerns and conflicts with policy T4 of the London Plan 2021. As a result, the Highways Authority has objected to the proposal. It is considered that extending the crossover could compromise pedestrian safety as it would reducing the safe distance between pedestrians and vehicles accessing the site and therefore the application is recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 Non Standard reason for refusal

Due to its width, dimensions and location, the proposed extension to the vehicle crossing would significantly compromise the safety of pedestrians and cyclists contrary to Policies DMT 2, DMT 5 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy T4 of the London Plan (2021), and the Council's 2022 Domestic Vehicle Footway Crossover Policy.

INFORMATIVES

1. I59 Councils Local Plan : Part 1 - Strategic Policies

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. I52 Compulsory Informative (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).

I53 Compulsory Informative (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.

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 15	Planning for Safer Places
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP T4	(2021) Assessing and mitigating transport impacts
NPPF4 -24	NPPF4 2024 - Decision making
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport
NPPF12 -24	NPPF12 2024 - Achieving well-designed places

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a detached bungalow located on the east side of Hercies Road. There is a large area of hardstanding to the front of which provides off street parking.

3.2 Proposed Scheme

Planning permission is sought for the extension to an existing vehicle access crossover. The crossover would be extended from 8m to 9.2m.

3.3 Relevant Planning History

13487/APP/2015/3103 71 HERCIES ROAD HILLINGDON

Single storey rear extension and conversion of roof space to habitable use to include a rear dormer, 2 front rooflights and conversion of roof from hip to gable end with a new gable end window (Application for a Certificate of Lawful Development for a Proposed Development)

Decision: 19-11-2015 Approval

13487/A/79/2293 71 HERCIES ROAD HILLINGDON

Householder development - residential extension

Decision: 13-05-1980 Approval

Comment on Planning History

Planning history is listed above.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date: Not applicable

4.2 Site Notice Expiry Date: Not applicable

5. Comments on Public Consult

Four neighbouring properties, the Councils Planning Specialists Team and Highways were consulted by letter dated 02-01-25. Responses were received by the end of the consultation period (23-01-25) and are documented below.

Access Officer

No objections are raised in regards to this proposed vehicle crossover widening, subject to the following condition, attached to any approval: The vehicle crossover hereby approved shall be constructed with a minimal crossfall gradient, and surfaced with a suitable material that matches or complements the connecting footway surface, ensuring ease of use for older and disabled individuals. REASON: to ensure an inclusively designed environment in accordance with London Plan policy D5.

Highways Officer:

Objection to the proposed development.

An application for planning permission has been received to extend the existing vehicle crossover at 71 Hercies Road. The road can be described as a local residential street. The drawing for the proposed extensions show that the site has a vehicle crossover of 8 metres and the proposal is to extend the crossover by 0.9 metres. Extending the crossover could compromise pedestrian safety as it would reducing the safe distance between pedestrians and vehicles accessing the site. The London Plan 2021, Policy T4 on Assessing and Mitigating Transport Impacts, mandates that development proposals should not exacerbate road danger. Furthermore, the Council's 2022 Domestic Vehicle Footway Crossover Policy stipulates that new crossovers cannot exceed 5 metres width. Consequently, the Highways Authority has objections to this proposal.

Officer Response:

The highway officers full comments have been taken into consideration in the determination of this application.

6. 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 12	Streets and Public Realm
DMHB 15	Planning for Safer Places
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP T4	(2021) Assessing and mitigating transport impacts
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NPPF12 -24	NPPF12 2024 - Achieving well-designed places

7. MAIN PLANNING ISSUES

7.1 Impact on the amenities of the occupiers of neighbouring residential properties

Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020)

states that planning applications relating to alterations and extensions of dwellings will be required to ensure that: ii) a satisfactory relationship with adjacent dwellings is achieved; and v) there is no unacceptable loss of outlook to neighbouring occupiers. Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that development proposals do not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The proposed dropped kerb/vehicle crossover is unlikely to cause any harm to the amenities of neighbouring properties (in terms of loss of light, outlook, overshadowing, privacy, overbearing) due to the nature of the works.

7.2 Impact on Street Scene

The main issues for consideration are:

- i) impact on the character and appearance of the existing property and surrounding area
- ii) impact on the amenities of adjoining occupiers and occupiers of the host dwelling
- iii) impact on pedestrian safety, the highways network and parking provision

Character and Appearance

Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012) 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 Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that new development will be required to be designed to the highest standards 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.

The vehicular accesses of properties in the area vary in width and design, with some being narrow and others spanning the full width. The proposal seeks to extend the existing crossing by a total of 1.2m.

In terms of the area's overall character and appearance, this alteration would not cause any harm or negatively impact the appearance of the host dwelling. However, it does raise certain safety concerns, which are discussed further.

7.3 Traffic Impact/Pedestrian Safety

Local Plan Policy DMT 2 states 'Policy DMT 2: 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 states that 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. This includes 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.

Policy DMHB 12 states that development should 'provide safe and direct pedestrian and cycle movement through the space'.

London Plan (2021) Policy T4 states:

A - Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B - When required in accordance with national or local guidance, 179 transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.¹⁸⁰

C - Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D - Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E - The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F - Development proposals should not increase road danger.

The Council's Highways Officer has objected to the development raising concerns about pedestrian safety, as it would reduce the safe distance between pedestrians and vehicles accessing the site. Additionally, the Council's 2022 Domestic Vehicle Footway Crossover Policy specifies that new crossovers must not exceed 5 meters in width. The proposal would therefore present unacceptable to pedestrian safety and the development would be contrary to Policy T4 of the London Plan (2021) and Local Plan Part 2 Policies DMT 2, DMT 5 and DMHB 12 and is therefore recommended for refusal.

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