

Appeal Statement:

- This proposal is for the provision of a vehicular crossover from Mill Road to the existing concrete hardstanding at the front of the property.
- Mill Road is a 'Classified Road' on the Councils Road Network
- The application was made following scheme that was refused in 2012. That scheme was refused due to the being too wide at the junction between the footpath and the drive. It was stated that there was insufficient refuge for pedestrians and that a smaller crossover would be acceptable.



Extract from Google maps 14 Mill Road shown outlined in Red.

History of this application and adjacent sites

The owners of 14 Mill Road have been using the hardstanding for car parking for at least 12 years, they wanted to park off road due to the buses and cars passing so close to their cars due to the limited width of Mill Road, and their vehicles have been damaged a number of times.

The London Borough of Hillingdon Highways Enforcement team sent a number of letters threatening action against the vehicle crossing the kerb without a crossover

31st January 2012

Following receipt of a letter from Hillingdon's Highways Enforcement, planning permission was sought by the owners of 14 Mill Road for installation of a crossover to regularise the situation and install a crossover from the existing hardstanding. The Application was refused on the grounds that the crossover was too close to the crossover already used by the next door neighbour at 16 Mill Road and needed to be amended in size to allow an adequate pedestrian refuge. This recommendation followed consultation with Highways, and although Highways confirmed the acceptable size for the crossover which would be approvable, the Planning Officer refused the scheme without advising on an opportunity to amend.

22 December 2014 – Application made by neighbouring property

An Application was made by the owners of 22 Mill Road. The scheme was approved after the owner was asked to amend the size of the crossover. The Planning officer used the Saved Policy AM7 in the decision making process. The approved crossover and width of the driveway (even with 25% of

driveway retained as soft landscaping) allows for a vehicle to enter the drive in a forward gear and reverse out of the drive..... or vice versa

8th December 2017

A revised application for the proposed crossover at 14 Mill Road is submitted, the size of the and position of the crossover were changed to comply with the highways officers comments on the 2012 application and showed retention of soft landscaping as required in the 2014 application made at 22 Mill Road.

Planning Authority Reasons for Refusal for 2017 Application

'The proposal, by reason of additional vehicles reversing on to Mill Road and the increase in the number of potential conflict points along the highway, would result in the disruption of the free flow of traffic and would be detrimental to highway and pedestrian safety, contrary to Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Extensions'

In the Planning Officers report

PLANNING POLICIES USED IN THE DECISION PROCESS

AM7

THE LOCAL PLANNING AUTHORITY WILL CONSIDER WHETHER THE TRAFFIC GENERATED BY PROPOSED DEVELOPMENTS IS ACCEPTABLE IN TERMS OF THE CAPACITY AND FUNCTIONS OF EXISTING AND COMMITTED PRINCIPAL ROADS ONLY, AND WILL WHOLLY DISCOUNT ANY POTENTIAL WHICH LOCAL DISTRIBUTOR AND ACCESS ROADS MAY HAVE FOR CARRYING THROUGH TRAFFIC.

THE LOCAL PLANNING AUTHORITY WILL NOT GRANT PERMISSION FOR DEVELOPMENTS WHOSE TRAFFIC GENERATION IS LIKELY TO:

(i) UNACCEPTABLY INCREASE DEMAND ALONG ROADS OR THROUGH JUNCTIONS WHICH ARE ALREADY USED TO CAPACITY, ESPECIALLY WHERE SUCH ROADS OR JUNCTIONS FORM PART OF THE STRATEGIC LONDON ROAD NETWORK; OR

(ii) PREJUDICE THE FREE FLOW OF TRAFFIC OR CONDITIONS OF GENERAL HIGHWAY OR PEDESTRIAN SAFETY; OR

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(iii) DIMINISH MATERIALLY THE ENVIRONMENTAL BENEFITS BROUGHT ABOUT BY NEW OR IMPROVED ROADS; OR

(iv) INFILTRATE STREETS CLASSED AS LOCAL ROADS IN THE BOROUGH ROAD HIERARCHY UNLESS SATISFACTORY TRAFFIC CALMING MEASURES CAN BE INSTALLED. TRAFFIC CALMING SCHEMES SHOULD, WHERE APPROPRIATE, INCLUDE ENVIRONMENTAL IMPROVEMENTS SUCH AS HARD AND SOFT LANDSCAPING, AND SHOULD BE COMPLETED BEFORE THE DEVELOPMENT IS FIRST USED OR OCCUPIED.

RESPONSE: Most of AM7 is only relevant to larger scale developments where traffic is generated by more vehicles using the road network, only section (ii) is relevant, however as the existing hardstanding is used for car parking already, and the councils Highways enforcement team require a crossover (see attached LBH Letter dated 13th November 2017).... The only thing the crossover does is regularise the crossing of a kerbed footpath. There will be no greater impediment of the free flow of traffic than already exists

Hillingdons Design Access Statement – Residential Extensions SPD

Section 11 – Front Gardens and Parking (A copy of the HDAS SPD) is included with the Appeal documents.

RESPONSE: This section of the HDAS is more concerned with materials used for proposed hardstandings, boundary walls, soft landscaping. As this particular application has an existing hardstanding, existing soft landscaping and the boundary wall was removed years prior to 2012 when the original application was submitted. Otherwise there is little in the document that is relevant to the decision making process.

Local Precedents

8 Mill Road – Single Crossover, driveway not wide enough to allow vehicle to turn around and hardstanding takes up 100% of front garden

10 Mill Road – Single Crossover, driveway not wide enough to allow vehicle to turn around and hardstanding takes up 100% of front garden

16 Mill Road - Single Crossover, driveway not wide enough to allow vehicle to turn around and hardstanding takes up 90% of front garden

20 Mill Road – NO CROSSOVER, garden used for vehicle parking and driveway not wide enough to allow vehicle to turn around and hardstanding takes up 90% of front garden

22 Mill Road - 10 Mill Road – Single Crossover, driveway not wide enough to allow vehicle to turn around and hardstanding takes up 100% of front garden

CONCLUSION

It is not evident why the applications made for number 14 Mill Road have been Approved whilst the application for number 22 Mill Road was considered approvable.

The existing hardstanding does not require a planning application, nor does that extent of retained soft landscaping, although the latter does comply HDAS SDP Residential Extensions.

The proposal will have no greater effect on the flow of traffic than currently exists as the hardstanding is in use everyday.

The proposal was redesigned to comply with the comments made in the January 2012 application so that a pedestrian refuge is left between the proposed crossover and the existing one at Number 16.

The Inspector is respectfully asked to consider allowing this appeal as the reasons for refusal by the LPA are not valid, and that the number of existing crossovers and the scheme that was approved at Number 22 Mill Road have set a clear precedent for approval.