

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 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 Heads of Terms have already received Committee approval | ☐ |
| 25. WORKS TO TREES | ☐ |
| 26. OTHER (please specify) | ☐ |

The delegation powers schedule has been checked. Director of Residents Services can determine this application.

Case Officer

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informatives 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 DATES SHOULD BE USED IN THE PS2 RETURNS TO THE ODPM

Item No. Report of the Head of Planning and Enforcement**Address** 14 MILL ROAD WEST DRAYTON**Development:** Installation of vehicular crossover to front**LBH Ref Nos:** **68283/APP/2017/4440****Drawing Nos:** 01
Location Plan (1:1250)**Date Plans Received:** 08/12/2017**Date(s) of Amendment(s):****Date Application Valid:** 08/12/2017**1. CONSIDERATIONS****1.1 Site and Locality**

The application relates to a two storey mid-row terrace dwelling, located on the North-Western side of Mill Road, a classified road.

The external walls of the building have been coated in rough render, with the roof of the building made from red concrete interlocking tiles.

The building is set 7.9 metres back from the highway, with a large area in front of the principal elevation being covered in concrete paving stones, for which planning permission has never been sought, although as that was undertaken some time ago the hardstanding is probably now immune from enforcement action..

To the rear of the dwelling is a private garden area, which acts as the amenity space of the occupiers of the property.

The site is situated within a Developed Area and within the West Drayton Green Conservation Area as identified in the policies of the Adopted Hillingdon Unitary Development Plan (Saved Policies September 2007) and also within Flood Zone 3.

1.2 Proposed Scheme

The application is seeking planning permission for a vehicle crossover to allow vehicular access onto the front garden of the application property, measuring a width of 3.956 m to the road reducing to 2.5 m at the front garden. The proposal involves soft landscaping to the front garden.

1.3 Relevant Planning History

68283/APP/2011/3134 14 Mill Road West Drayton

Installation of vehicular crossover and hardstanding to front

Decision Date: 22-03-2012 Refused**Comment on Planning History**

In 2012 an application was made proposing the installation of a vehicular crossover to the front of the property, REF: 68283/APP/2011/3134. The application was refused on the basis that the proposed crossover in combination with the existing crossover servicing 16

Mill Road would result in a combined crossover of an excessive width which would make inadequate provision for pedestrian refuge to the detriment of the safety of pedestrians and vehicles using the highway.

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

Five neighbouring properties, along with internal Highways and Conservation specialists were consulted regarding this application on 15.12.17. A further site notice was displayed to the front of the site expiring on 16.01.2018.

By the end of the 21 day consultation period the following responses were received:

25 Mill Road:

I think this is a great idea, as there is so much traffic in our road and cars get scratched or dented all the time. Especially as buses come down the road, so for the residents to be able to park on their drive would be great for them but also for traffic flow on the road!

West Drayton Conservation Area Advisory Panel:

I am writing on behalf of West Drayton Conservation Area Advisory Panel. If the proposed crossover together with the existing crossover of the neighbouring property provides sufficient space for pedestrian refuge then we have no objection to it.

Highways Officer:

This application is for the installation of a crossover at Mill Road West Drayton. Mill Road is a classified road on the Council road network. There are no waiting restrictions in place outside the property. The applicant has a concrete hardstanding at the front of the property and an opportunity for rear access from the garage block at the rear. There was a previous application for a hardstand and crossover in 2012 and that was refused. The Council is not in favour of vehicular crossovers on Classified roads where a vehicle cannot enter and leave the property in a forward gear and that would be the case in this instance. On the basis of the above comments I suggest you refuse the application on road safety grounds as vehicles either entering or leaving the property would have to reverse into a busy stream of traffic on a classified road.

Conservation and Urban Design Officer:

This is a terraced property most likely dating from the 1930s; the site is located within the West Drayton Green Conservation Area. As existing the front garden has been paved over with hard standing. Taking into account the existing situation and other sites along the road, there are in principle no objections to this proposal.

CONCLUSION: No objections

Planning Officer: The comments above will be addressed in the Main Planning Issues.

4. UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.HE1 (2012) Heritage

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

BE4 New development within or on the fringes of conservation areas

BE13 New development must harmonise with the existing street scene.

BE18 Design considerations - pedestrian security and safety

BE19 New development must improve or complement the character of the area.

BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

HDAS-EXT Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008

LPP 7.8 (2016) Heritage assets and archaeology

NPPF12 NPPF - 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, the impact upon the visual amenities of the surrounding area, the impact on the amenity of adjoining occupiers and car parking provision.

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), states that " 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 Council produces Standing advice with regard to acceptable dimensions for crossovers. For domestic crossovers this is 2.4 metres at the back of the public footway which increases to 4.6 metres at the kerbline. The proposed crossover would comply with this advice, only 0.1 m wider to the back of the public footway.

Mill Road is a busy road with a steady stream of traffic even during off-peak hours. The proposal does not and cannot provide for any on-site turning and so additional reversing movements either on or off the road would be required. This would interrupt flow along the highway and further manoeuvring on this part of the main road system would increase accident risk through direct conflict or distraction from the main task in hand for drivers on the principal route. Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) aims, amongst other matters, to ensure that development would not prejudice the free flow of traffic or impact upon conditions related to highway safety. The proposed scheme would run contrary to these objectives which are also embodied within the Council's Supplementary Planning Document HDAS: Residential Extensions (HDAS).

Therefore, this application is recommended for refusal.

6. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

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.

INFORMATIVES

- 1** On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

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 Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) 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
PT1.HE1	(2012) Heritage

Part 2 Policies:

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.

BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
LPP 7.8	(2016) Heritage assets and archaeology
NPPF12	NPPF - Conserving & enhancing the historic environment

Contact Officer: Nurgul Kinli

Telephone No: 01895 250230