

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, Transportation and Regeneration**Address** 123 BEDFORD ROAD RUISLIP**Development:** Installation of vehicular crossover to front**LBH Ref Nos:** **73547/APP/2018/2040****Drawing Nos:** Block Plan (1:100)
Supporting Report
Plan B
Location Plan (1:1250)**Date Plans Received:** 29/05/2018**Date(s) of Amendment(s):****Date Application Valid:** 05/07/2018**1. CONSIDERATIONS****1.1 Site and Locality**

The application property is a two storey maisonette on the Southern side of Bedford Road. To the front of the property is an new area of hardstanding that provides parking. There was previously a front boundary wall adjacent to the footpath and an existing vehicular crossover. There are other vehicular crossovers within the immediate locality. The street scene is residential in character and appearance.

The application site lies within the 'Developed Area' as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

1.2 Proposed Scheme

This application seeks planning permission for a vehicle crossover to the front.

1.3 Relevant Planning History

73547/APP/2018/476 123 Bedford Road Ruislip

Installation of vehicular crossover to front.

Decision Date: 04-05-2018 Refused

Comment on Planning History

73547/APP/2018/476 - Installation of vehicular crossover to front.
Refused on 4/5/18

REFUSAL REASONS:

1. The proposal has not demonstrated that the proposed parking bays can be accessed and vehicles would be encouraged to drive over the footway to the detriment of pedestrian and highway safety, contrary to policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Extensions.

2. The proposal, by virtue of the siting and position of the proposed parking bays and their proximity to habitable room windows, would be detrimental to the amenities of the adjoining occupier at 125 Bedford Road by reason of noise and disturbance. Therefore the proposal

would be contrary to policies BE19, BE21, OE1 and OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Extensions.

3. The proposal by reason of the loss of the boundary treatment to the frontage and the soft landscaped front area, is detrimental to the visual amenity and character of the area in which it would be set by creating an open parking area and emphasising the appearance of a hard surfaced area. The proposals is thus, contrary to Policies BE13, BE19 and BE38 of the Hillingdon Local Plan: Part Two -Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Extensions.

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

17 neighbouring properties, along with the South Ruislip Residents Association, were consulted by letter dated 7/9/18 and a site notice was displayed in the area. By the close of the consultation period on 9/8/18, 3 comments were received which can be summarised as follows:

- number of the car park
- Privacy
- noise, light & exhaust pollution
- plans not to scale.
- security of adjoining neighbours
 - Flood and Drainage
- character of the area
- size of the car park spaces
- privacy
- tree and front landscape
- pollution

OFFICER COMMENTS:

It is noted that the plan is at a scale of 1:100 and one car bay is proposed. It is important to note that the proposed development will not have an impact on flooding as green area will be provided and retained. The proposed car bay suggests that the vehicle will not parked directly outside ground floor maisonette (125) front window and some tall tree will be provided to reduce the light issue.

Highways Officer:

The proposal as resubmitted, is considered acceptable in layout and design terms hence there is no objection on highway grounds.

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

Part 2 Policies:

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
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

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 dwelling, the impact on the visual amenities of the surrounding area, the impact on residential amenity of the neighbouring dwellings, provision of acceptable residential amenity for the application dwelling and provision of off-street parking provision.

Policy BE13 of the Hillingdon Local Plan Part Two (Saved UDP Policies) requires development to harmonise with the existing street scene and street scene. In addition to this Policy BE19 seeks any new development within residential areas to complement or improve the amenity and character of the area.

The Council's Adopted SPD the Hillingdon Design and Accessibility Statement: Residential Extensions (December 2008) or HDAS, contains design guidance (below) for all types of extensions.

The development proposals are for the construction of a vehicle crossover along the adjacent highway in order to provide access to a parking space that would be provided at the front of the site.

The Council's standing advice, states a parking space should be 4.8m long and 2.4m wide, with a minimum clear area of 150mm in front of the parking space. Additionally, there must be enough space around the parking area for pedestrian access to allow access to the front door of the property. There would be sufficient space to the front of the property for a parking space to comply with the above standing advice.

The proposed resubmitted plan is addressing the previous refusal reason as follows:

The driveway would only be accessed via the dropped kerb and not drive on the pedestrian footpath. This would be the same structure currently used by neighbours on the same street. The kerb width would be enough for one car space.

A supporting information document is submitted and red arrow was drawn to show the plant flower bed or fence partition to keep the area in front of the ground floor windows free from parking. The green arrow indicates the existing distance which will always be maintained due to the communal foot path. Also, a wall is designed to prevent cars parking in front of the window of 125.

It is also important to note that applicant confirmed that one car park space is proposed. The proposed car bay suggests that the vehicle will not parked directly outside ground floor maisonette (125) front window and some tall tree will be provided to reduce the light issue.

The proposed resubmitted crossover, by reason of its size would comply with the standing advice. It is considered that the proposal would be in compliance with Policies AM7 and AM14 of Part 2 of the adopted Hillingdon Local Plan, 2012.

Also the highway officer considered the resubmitted proposal acceptable in layout and design terms hence there is no objection on highway grounds.

It is considered that the installation of a vehicular crossover would not have an impact on the street scene. The proposal is considered not to be detrimental to the visual amenities of the street scene and character and appearance of the wider area, in accordance with Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

In terms of the impact on adjoining occupiers, the proposed parking bay suggests that the vehicle will not be parked directly outside ground floor maisonette (125) front window, which is not the application property. The block plan shows that the car parking space is only 1m wide. This is not possible. In order to get a proper parking space, they will have to park in front of the window of the ground floor unit. And therefore, the applicant has failed to overcome reason 2 of the previous refusal. and is thus considered to result in possible light pollution and noise and disturbance from the use of the spaces at all times of the day and night. The proposal would thus be detrimental to the amenities of the adjoining occupier at 125 Bedford Road by reason of noise and disturbance. Therefore the proposal would be contrary to policies BE19, BE21, OE1 and OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Extensions.

Section 11 Front Gardens & Parking states a wide crossover will not be acceptable where there will be a danger to pedestrians. Where parking layouts are altered, atleast 25% should be retained for planting and soft landscaping, and gravel can be used as a form of ground coverage as it is porous and provides better drainage for the area surrounding the house. Based on the supporting information, the proposed development would retain and provide 25% planting and soft landscaping.

Accordingly, the application is recommended for refusal.

6. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposal, by virtue of the siting and position of the proposed parking bay and its proximity to habitable room windows, would be detrimental to the amenities of the adjoining occupier at 125 Bedford Road by reason of noise and disturbance. Therefore the proposal would be contrary to policies BE19, BE21, OE1 and OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Extensions.

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. The Council's supports pre-application discussions however we have 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 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

Part 2 Policies:

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
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

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