

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 146 SWAKELEYS ROAD ICKENHAM

Development: Installation of a vehicle crossover

LBH Ref Nos: **76229/APP/2022/898**

Drawing Nos: 3251-2-03
 3251-2-04
 3251-2-05
 3251-SK1

Date Plans Received: 17/03/2022

Date(s) of Amendment(s):

Date Application Valid: 17/03/2022

1. CONSIDERATIONS

1.1 Site and Locality

The application site is located on the north side of Swakeleys Road, comprising of a detached two storey dwelling house with an existing shared vehicle crossover leading to a front hard standing area. The front garden also comprises some soft landscaping.

1.2 Proposed Scheme

The proposed scheme is the installation of a vehicle crossover.

1.3 Relevant Planning History

76229/APP/2021/1090 146 Swakeleys Road Ickenham

Conversion of roofspace to habitable use to include a rear dormer roof extension, 2 x rooflights and conversion of roof from hip to gable end and single storey side/rear extension with alterations to fenestration.

Decision Date: 26-04-2021 Refused

76229/APP/2021/2428 146 Swakeleys Road Ickenham

Single storey side/rear extension

Decision Date: 10-09-2021 Approved

76229/APP/2021/3551 146 Swakeleys Road Ickenham

Erection of first floor rear extension

Decision Date:

76229/APP/2021/750 146 Swakeleys Road Ickenham

Conversion of roofspace to habitable use to include a rear dormer roof extension, 2 x rooflights and conversion of roof from hip to gable end (Application for a Certificate of Lawful Development for a Proposed Development).

Decision Date: 19-04-2021 Approved

Comment on Planning History

The relevant planning history is listed above.

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

7 neighbouring owners/occupiers and the North Uxbridge Residents Association were consulted by letter dated 05-04-22. No comments were received.

Highways Officer Comments:

n accordance with the Councils Domestic Vehicle Footway Crossover Policy (2019) a second crossover may be permitted if the property frontage abutting the highway is at least 12m wide. As the property frontage at the proposed site is less than 12m, it is not in accordance with the Councils policy and therefore Highways are objecting to this proposal.

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 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

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

LPP T6 (2021) Car parking

NPPF9 NPPF 2021 - Promoting sustainable transport

NPPF12 NPPF 2021 - Achieving well-designed places

5. MAIN PLANNING ISSUES

The main planning considerations are highway safety, character and appearance and the residential amenity of adjoining occupiers.

Highway Safety:

Policy DMT 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to: i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development; ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users; iii) provide equal access

for all people, including inclusive access for disabled people; iv) adequately address delivery, servicing and drop-off requirements; and v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

Policy DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that 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 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

London Plan (2021) Policy T4 deals with the assessment and mitigation of transport impacts. Criterion E of this policy states that development proposals should not increase road danger.

The proposal is for the installation of a 3.6m wide vehicular crossover along the adjacent highway and 2.4m next to the site boundary, in order to provide an additional access to the parking area to the front of the application site. The objection made by the highway authority is noted. The frontage of the dwelling would not be of a suitable width to safely accommodate another vehicular crossover serving the site. The proposed crossover would also adjoin the neighbours crossover at No.144 and as no separation distance is provided, this would impact on their visibility and safe access, increasing the width of the conflict point between cars and pedestrians and cyclists.

Paragraph 111 of the NPPF states - Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

The proposed crossover would not provide a safe and suitable access to the site and is considered contrary to the Council's Domestic Vehicle Crossover Footway Policy (2019) which sets out the required standards for additional crossovers. The site already benefits from an existing vehicle crossover and in this instance, as discussed in the above, an additional vehicle crossover at this site, would be detrimental to highway and public safety. As such, the proposal would be contrary to Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), The Council's Domestic Vehicle Crossover Footway Policy (2019) and Policy T4 of The London Plan (2021).

Character and appearance:

The Hillingdon Local Plan: Part One Strategic Policy BE1 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 - A) All 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: building plot sizes and widths, plot coverage and established street patterns; · building lines and setbacks, streetscape rhythm, gaps between structures and other streetscape elements, such as degree of enclosure; · impact on neighbouring open spaces and their environment. and v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

No trees or other landscape features of merit will be affected by the proposal. As such, it is considered the proposal would not have a significant impact in terms of affecting the character and appearance of the site or wider area.

Neighbouring Amenity:

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.

Given the nature of the proposal, there would be no significant impact on the amenity of neighbouring properties. The proposal does not involve physical works which could have harmful effects such as causing loss of light, outlook or privacy and it is considered that the proposal would not result in additional disturbance as a result of vehicular movements, as the crossover would serve one dwelling.

Conclusion:

The application is recommended for refusal, on the basis that an additional crossover at the site would be prejudicial to highway and public safety.

6. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The site frontage is not of a sufficient width to safely accommodate the installation of an additional vehicle crossover at the site. The proposed crossover would be sited in proximity and adjoining the neighbouring crossover at No.144 and as no separation distance would be provided between the two crossovers, the proposed crossover would be prejudicial to highway and pedestrian safety, contrary to Policies DMT 1 and DMT 2 of the Hillingdon Local Plan Part Two - Development Management Policies (January 2020), the Council's Domestic Vehicle Crossover Footway Policy (2019) and Policy T4 of The London Plan (2021) .

INFORMATIVES

- 1** 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 (2021). 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** 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 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:

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
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
LPP T6	(2021) Car parking
NPPF9	NPPF 2021 - Promoting sustainable transport
NPPF12	NPPF 2021 - Achieving well-designed places

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