

Transport & Highways Appraisal

Reference	1131/APP/2026/1022
Location	CHANDIGRAH SUMMERHOUSE LANE HAREFIELD
Proposal	Variation of Condition 2 (Approved Plans) of planning permission ref. 1131/APP/2025/2465, dated 11-11-2025 (Variation of Conditions 2 (Approved Plans), 3 (Materials), 6 (Tree Protection), 8 (Landscaping) and 9 (Step Free Access) and removal of Conditions 4 (Obscure Glazing) and 5 (Access to Flat Roof) of appeal decision ref. APP/R5510/W/24/3341154 (Hillingdon Council ref. 1131/APP/2023/3251) dated 21-02-2025 (Erection of 4 dwellings following the demolition of the existing equestrian storage buildings on land adjacent to Chandigrah) to amend the roof forms from flat to pitched, amend the choice of materials, and to provide additional parking provision.) to alter the roof structure and fenestration arrangements.
Case Officer	Sally Robbins
Recommendation	GRANT (subject to the two conditions listed below)

Site Characteristics & Background

The site is located within a predominantly residential catchment within a semi-rural location in Harefield. Summerhouse Lane/Bellevue Terrace are narrow unadopted private 'country' lanes, spurring off from Park Lane serving several residential clusters along their length and measuring, in part, less than 3m in width in the vicinity of the site envelope. As result there is a general lack of footway provision in the vicinity of the address owing to this constrained 'single track' road width. A revised access onto Bellevue Terrace is proposed together with a new access roadway within the envelope that would serve each property.

The surrounding road network exhibits some parking controls, and the address fails to score a Public Transport Accessibility Level (PTAL) which strongly suggests near total dependency on the use of private motor transport to and from the address.

In 2024 a proposal for the construction of 4 detached residential dwellings (2x3 & 2x4 bedrooms) with 2 on-plot parking facilities per unit at this address was refused (but not on transport/highway related grounds) and thereafter allowed on appeal in early 2025 (1131/APP/2023/3251).

This current application which includes a variation of conditions 2 & 8 (established as per the appeal determination) incorporates a redesigned individual build footprint and realigned internal road layout resulting in two vehicle 'turning heads' in lieu of the one originally proposed together with an increase in on-plot parking provision from 2 to 3 spaces per unit.

It is noted that a comparable application to vary the above 5 conditions was approved in late 2025 (1131/APP/2025/2465). Hence a form of precedent has been set.

Parking Provision – (condition 2)

Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.

The overriding regional maximum parking requirement for each of the new residential units would be in the region of 2 on-plot spaces. Originally this quantum was proposed and considered acceptable within the appealed 2023 application.

The proposed increase from 2 to 3 spaces per unit would now exceed the maximum standard. However, in this case, a marginally higher provision is viewed as a positive attribute given the 'zero' PTAL rating of the address which inherently increases dependency on private motor vehicle ownership and use. Further to this point, it is considered key to avoid/reduce the potential for additional displaced on-street parking burden which is particularly undesirable at this location given the narrowness of the local roadways which inherently elevates the need to maintain 'rights of unencumbered passage' and general highway safety (as highlighted within responses from some of the local community/consultees) which could otherwise be compromised by potential on-street parking displacement if a lower quantum were to be provided.

It should be noted that the principle of redeveloping the site envelope incorporating 4 detached dwellings with commensurate vehicular access and parking provision has been ratified by the planning inspectorate earlier this year which thereby sets a formal precedent. Hence, the Highway Authority (HA) are of the opinion that if a transport/highway refusal reason based on excessive on-plot parking were to now be pursued in this case and appealed thereafter, it is highly unlikely that the planning inspectorate would uphold such reasoning. This view is supported and reflected within paragraph 116 of the NPPF 2024 which directs refusal on transport/highway grounds only if anticipated/cumulative impacts of a development are likely to be 'severe' which, given the minor scale of proposal coupled with the level of overall parking provision, the HA believe is not the case here. Accordingly, a transport/highway related refusal reason would not be recommended.

In summary, the proposed quantum of 3 parking spaces per unit is considered acceptable.

Electric Vehicle Charging Points (EVCP's) – (condition 8)

In line with the London Plan (2021), within the final parking quantum there is a requirement for a minimum 20% 'active' EVCP provision with all remaining spaces (80%) being designated as 'passive' provisions. In this case each unit should incorporate 1 'active' & 1 'passive' space to future proof for anticipated demand. **The applicant confirms the provision of 1 'active' space per unit whilst the absence of an equivalent 'passive' provision should be remedied by way of planning condition.**

Cycle Parking – (condition 8)

In terms of cycle parking, there would be a requirement to provide 2 secure and accessible space per unit. This quantum suitably located to the side or rear of each new build is to be provided which conforms to the standard.

Vehicular Trip Generation

Local Plan: Part 2 Policies - DMT 1 and DMT 2 require the council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

This aspect has been appraised previously as part of the original/appealed 2023 application where no concerns regarding additional trip generation issue were raised. To reprise, any potential uplift in vehicle activity is considered negligible in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Site Access from Bellevue Terrace & Internal Layout

A new vehicular access and internal roadway spurring off Bellevue Terrace would be provided to serve the 4 dwellings.

The principle of access is considered acceptable in the site circumstance and there should be conformity to the relevant mutual inter-visibility sight-line requirements, as per DfT (Manual for Streets (MfS) circa 2007) best practice for new development road and parking layouts guidance, between vehicles leaving the site and extraneous vehicles/pedestrians on Bellevue Terrace. The originally presented visibility splays are considered satisfactory mainly due to the substantial width of the new access which greatly aids matters in this respect hence there are no further observations.

The applicant has also previously submitted a vehicle 'swept path' analysis demonstrating that the internal roadway served by the new site aperture allows acceptable access to all of the parking spaces and can satisfactorily cater for service, refuse collection and emergency vehicles (fire tenders) without measurable hindrance by allowing such vehicles to enter and leave the site in a forward gear thereby conforming to established best practice. The now

revised layout provides two in lieu of one turning head which further benefits internal vehicular manoeuvrability. There are no further observations.

Operational Refuse Requirements – (condition 8)

An established local residential refuse collection regime would be extended to the envelope via the private unadopted roadway. Owing to the measurable physical width constraints of Bellevue Terrace, it is appropriate for the council to utilise a smaller version of the council's standard refuse vehicle (which is some 40% shorter and marginally narrower than a full-size vehicle) to serve the locality. As there is no evidence to suggest that this arrangement gives rise to any discernible highway related issue, it is anticipated that this servicing regime would be extended to the site envelope.

Waste collection distances from a refuse collection vehicle to each individual bin storage location should not exceed 10m. As it has been demonstrated that the internal road layout allows for a fire appliance (which is in fact marginally larger than the smaller refuse truck) to enter and leave the envelope unencumbered in a forward gear, it follows that the above parameter can be met. There are no further observations.

Construction Management Plan (CMP)

A full and detailed CMP will be a requirement given the constraints and sensitivities of the local road network to avoid/minimise potential detriment to the public realm. **It will need to be secured post-permission via a planning condition.**

Conclusion

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Management Plan (2020) - Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

END