

DELEGATED 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 an Option

1.	No valid planning application objection in the form of a petition of 20 or more signatures, has been received	<input type="checkbox"/>
2.	Application complies with all relevant planning policies and is acceptable on planning grounds	<input type="checkbox"/>
3.	There is no Committee resolution for the enforcement action	<input type="checkbox"/>
4.	There is no effect on listed buildings or their settings	<input type="checkbox"/>
5.	The site is not in the Green Belt (but see 11 below)	<input type="checkbox"/>

REFUSAL RECOMMENDED: GENERAL

6.	Application is contrary to relevant planning policies/standards	<input type="checkbox"/>
7.	No petition of 20 or more signatures has been received	<input type="checkbox"/>
8.	Application has not been supported independently by a person/s	<input type="checkbox"/>
9.	The site is not in Green Belt (but see 11 below)	<input type="checkbox"/>

RESIDENTIAL DEVELOPMENT

10.	Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha	<input type="checkbox"/>
11.	Householder application in the Green Belt	<input type="checkbox"/>

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	<input type="checkbox"/>
13.	Refusal of change of use from retail class A1 to any other use	<input type="checkbox"/>
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.	<input type="checkbox"/>

CERTIFICATE OF LAWFULNESS

15.	Certificate of Lawfulness (for proposed use or Development)	<input type="checkbox"/>
16.	Certificate of Lawfulness (for existing use or Development)	<input type="checkbox"/>
17.	Certificate of Appropriate Alternative Development	<input type="checkbox"/>

CERTIFICATE OF LAWFULNESS

18.	ADVERTISEMENT CONSENT (excluding Hoardings)	<input type="checkbox"/>
19.	PRIOR APPROVAL APPLICATION	<input type="checkbox"/>
20.	OUT-OF-BOROUGH OBSERVATIONS	<input type="checkbox"/>
21.	CIRCULAR 18/84 APPLICATION	<input type="checkbox"/>
22.	CORPSEWOOD COVENANT APPLICATION	<input type="checkbox"/>
23.	APPROVAL OF DETAILS	<input type="checkbox"/>
24.	ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where the Heads of Terms have already received Committee approval	<input type="checkbox"/>
25.	WORKS TO TREES	<input type="checkbox"/>
26.	OTHER (please specify)	<input type="checkbox"/>

The delegation powers schedule has been changed. Interim Director of Planning, Regeneration & Public Realm can determine this application

Case Officer:

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informative's 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 DETAILS SHOULD BE USED IN THE PS2 RETURNS ODPM

Item No. Report of the Head of Development Management and Building Control

Address: 52 CHESTWOOD GROVE HILLINGDON

Development: Installation of dropped kerb and associated alterations to front driveway, with installation of patio to the rear

LBH Ref Nos: 65941/APP/2024/2421

Drawing Nos: The location plan
Existing Plans
Proposed Plans Revision No.16-A

Date Plans received: 09-09-24 **Date(s) of Amendments(s):** 11-09-24

Date Application valid 09-09-24

1. SUMMARY

Planning permission is sought for the installation of dropped kerb and associated alterations to front driveway, with installation of patio to the rear.

The development would not harm the character and appearance of the street scene nor the Area of Special Local character, it would not harm the amenities of neighbouring properties, nor would it harm the highway network.

As such the application is recommended for approval, subject to conditions.

A full assessment has been made in the below report.

2. RECOMMENDATION

APPROVAL subject to the following:

1. HO1 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2. HO2 Accordance with approved

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans:

The location plan
Proposed Plans Revision No.16-A

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020), and the London Plan (2021).

3. HO10 Front Garden Landscaping

Notwithstanding the details hereby approved a minimum of 25% of the front garden area shall be soft landscaped (eg.grass or planted beds) for so long as the development remains in existence.

REASON

To ensure the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHD 1, DMHB 11, DMHB 12 and DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

4. NONSC Gradient

The vehicle crossover hereby approved shall not exceed a gradient of 1:60, and shall be surfaced with an appropriate material to match or compliment the connecting footway surface to allow ease of use by older and disabled people.

REASON: to ensure an inclusively designed environment in accordance with London Plan policy D5.

5. RES23 Visibility Splays - Pedestrian

The access for the proposed car parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

REASON

In the interests of highway and pedestrian safety in accordance with Policy DMT 2 of the Hillingdon Local Plan Part 2 (2020).

6. NONSC Permeable materials

The hardstanding hereby approved shall be made of porous materials, or provision is made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy DMEI 10 of the Hillingdon Local Plan Part 2 (2020) and London Plan (2021) Policy SI5.

INFORMATIVES

1. I59 Councils Local Plan : Part 1 - Strategic Policies

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. I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a ground floor flat located on the north side of Chestwood Grove, Hillingdon. The host building is a two storey terraced property with a grassed area to the front and an enclosed garden to the rear which acts as private amenity space.

The surrounding area is residential in character comprising mainly two storey terraced dwellings.

The site has a PTAL ranking of 1a, it is located in an area covered by a tree protection order and within the Hillingdon Court Park Area of Special Local character.

3.2 Proposed Scheme

Planning permission is sought for the installation of dropped kerb and associated alterations to front driveway, with installation of patio to the rear.

3.3 Relevant Planning History

65941/APP/2009/752	52 CHESTWOOD GROVE HILLINGDON
Rear conservatory.	

Comment on Planning History

The planning history for the site is listed above.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date: Not applicable

4.2 Site Notice Expiry Date: Not applicable

5. Comments on Public Consult

EXTERNAL CONSULTEES:

15 neighbouring properties were consulted on the application by letter dated 19-09-24. The consultation period expired 14-10-24. No representations have been received.

INTERNAL CONSULTEES:

Access Officer:

In assessing this application for a new vehicle crossover, references have been made to the 2021 London Plan and its contained policy D5 which is applicable. Given that the proposed location is on the apex, it is crucial that any necessary crossfall is minimised to ensure that wheelchair users can maintain a straight course without veering into the road. In the view of the above, the following Condition should be attached to any approval: The vehicle crossover hereby approved shall not exceed a gradient of 1:60, and shall be surfaced with an appropriate material to match or compliment the connecting footway surface to allow ease of use by older and disabled people. REASON: to ensure an inclusively designed environment in accordance with London Plan policy D5.

Highways Officer:

The application is sought for installation of a domestic vehicle footway crossover facility. The Highways Authority has reviewed the application and is satisfied that the proposal would not present a risk to road safety, hinder the free flow of traffic or lead to parking stress. The fences, walls and shrubs within these areas are to be kept to a maximum height of 0.6m. It is therefore in accordance with the Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 1: Managing Transport Impacts - road safety, Policy DMT 2: Highway Impacts - traffic congestion and Policy DMT 6: Vehicle Parking - parking stress. There are no objections from the Highways Authority for this application.

6. 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:

DMHD 1 Alterations and Extensions to Residential Dwellings
DMHB 5 Areas of Special Local Character
DMHB 11 Design of New Development
DMHB 12 Streets and Public Realm
DMHB 14 Trees and Landscaping
DMT 1 Managing Transport Impacts
DMT 2 Highways Impacts
DMT 6 Vehicle Parking
LPP D4 (2021) Delivering good design
LPP D5 (2021) Inclusive design
LPP T4 (2021) Assessing and mitigating transport impacts

In addition: Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The London Plan (2021)
The West London Waste Plan (2015)

The National Planning Policy Framework (NPPF) (2023) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

The proposed development would be assessed against the policies and proposals in the Development Plan set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance:

7. MAIN PLANNING ISSUES

7.1 Impact on the amenities of the occupiers of neighbouring residential properties

Policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping. It should also not have an adversary impact on the amenity, daylight and sunlight of adjacent properties and open space. Furthermore development must not result in harm to the amenity of nearby residents by way of general noise and disturbance.

The vehicle activity generated by the proposed vehicular crossover is unlikely to significantly increase the levels of noise and disturbance for neighbouring occupiers over and beyond the existing situation. The development would not have any adverse impact upon residential properties given the nature of the proposal and the proposed location of the development.

The proposed patio located to the rear of the property would not negatively impact the amenities of neighbouring properties given its modest height and location.

7.2 Impact on Street Scene

Paragraph 130 of the NPPF 2023 states that planning policies and decisions should ensure that developments will function well and add to the overall quality of the area.

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) requires all development to be designed to the highest standards and incorporate principles of good design, either complementing or improving the character and appearance of the area.

Policy DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) seeks to protect and improve the public realm, including streets.

With regard to front gardens and parking, Policy DMHD 1 states:

- i) new or replacement driveways should use permeable (porous) surfacing. Surfaces of more than five square metres will need planning permission for laying traditional, impermeable driveways; and
- ii) the design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

The proposal to install a vehicular crossover to the front of the application site is not considered to significantly harm the character and appearance of the host dwelling, local area and setting of the Hillingdon Court Area of Special Local Character given the nature of the proposal. Vehicle crossovers and hard surfacing is seen in the immediate surrounding area and an area of soft landscaping will be retained to the front of the site. As such, the proposed development would be sympathetic to the visual amenity of the street scene. There would be no trees that would be impacted by the proposed development. The proposal would retain at least 25% of the front garden which would comply with Policy DMHD 1. In the event of an approval, a condition will be secured to ensure 25% of the front garden is maintained for soft landscaping.

The proposed patio would be located to the rear of the property and given its location it would not be visible from the street scene. As such it would not harm the character and appearance of the

surrounding area.

The proposal therefore complies with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies DMHB 5, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

7.3 Traffic Impact/Pedestrian Safety

Paragraph 115 of the NPPF specifies that 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.

Policy DMT 2 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states: '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 5 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states: 'A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

- i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
- ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
- iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
- iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.'

Policy DMT 6 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states: '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. The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

The proposed development would involve the installation of a vehicle crossover to create an off street parking space. The crossover would measure 3.44m at the front of the pavement and 2.5m at the back of the pavement and have a length of 3.5m. The proposed plans show that it would be positioned approx. 1.5m away from an existing street light column. The Highways Authority has reviewed the application and is satisfied that the proposal would not present a risk to road safety, hinder the free flow of traffic or lead to parking stress. Subject to the inclusion of a condition restricting the height of walls, fences and shrubbery to 0.6m.

It is therefore considered that the proposed development would be in accordance with the Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 1: Managing Transport Impacts - road safety, Policy DMT 2: Highway Impacts - traffic congestion, Policy DMT 6: Vehicle Parking - parking stress and Policy T4 of the London Plan (2021) - Assessing and Mitigating Transport Impacts.

7.4 Carparking & Layout

See above section.

7.5 Urban Design, Access and Security Considerations

There are no accessibility concerns regarding the vehicle crossover. The condition recommended by the Council's Access Officer has been attached to the decision notice to ensure an inclusively designed environment in accordance with London Plan policy D5

7.6 Other Issues

BIODIVERSITY NET GAIN:

In England, Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). It became mandatory for major developments on 12 February 2024 and small sites on 2 April 2024. Developers must deliver a BNG of at least 10%. This means a development will result in more or better-quality natural habitat than there was before development. The land owner is legally responsible for creating or enhancing the habitat and managing that habitat for at least 30 years to achieve the target condition.

Policy 15 of the National Planning Policy Framework (2023) states that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity.

Paragraph 8.6.6 of Policy G6 of The London Plan (2021) states that biodiversity net gain is an approach to development that leaves biodiversity in a better state than before. Losses should be avoided, and biodiversity offsetting is the option of last resort.

Policy EM7 of Hillingdon Council's Local Plan Part One Strategic Policies (2012) states that Hillingdon's biodiversity and geological conservation will be preserved and enhanced, with particular attention given to improving biodiversity from all development.

Paragraph 6.28 of Policy DME1 7 (Biodiversity Protection and Enhancement) of Hillingdon Council's Local Plan Part Two Development Management Policies (2020) states it is important that planning decisions are appropriately informed by the right level of survey and information on ecology features. The Council will apply Natural England's standing advice at the validation stage. Applications will only be validated if they have the appropriate information. Where initial assessments recommend further surveys, these will be expected to be provided as part of a planning submission. All ecological reports or information submitted should adhere to nationally accepted best practice survey standards and be consistent with the British Standard BS 42020: 2013 Biodiversity - Code of Practice for Planning and Development or an updated variation. Where appropriate, the Council will require the use of the approved DEFRA biodiversity impact calculator (as updated) to inform decisions on no net loss and net gain.

The proposed development would fall under the de-minimus exemption as less than 25sqm of onsite habitat would be impacted and as such, no further information regarding BNG is required.

TREES:

Policy DMHB 14 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states:

- A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.
- B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.
- C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.
- D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

The application site lies within an area covered by a tree preservation order, however there are no trees in close proximity to the proposed development that would be impacted. As such an arboricultural impact assessment is not required. The development would involve the installation of hardstanding to the front garden of the site, more than 25% of soft landscaping would be retained and this will be conditioned in the event of an approval. Overall, the proposed development complies with Policy DMHB 14.

CONCLUSION:

The application is recommended for approval, subject to conditions.

8. Reference Documents

National Planning Policy Framework (2023)

London Plan (2021)

Hillingdon Local Plan: Part One - Strategic Policies (2012)

Hillingdon Local Plan: Part Two - Development Management Policies (2020)

Contact Officer:

Rhian Thomas

Telephone No: