



Nick Culhane
Highway Consultant

Idlewild
Fairclose Drive
Winchester
Hampshire SO22 6QW

07787530717
nick@nickculhane.co.uk

New Vehicular Access and Turntable **44 Ickenham Road, Ruislip, HA4 7DQ**

Introduction

This Highway Technical Note has been produced in support of a planning application submission to The London Borough of Hillingdon for a new vehicular access and parking area / turntable at 44 Ickenham Road, Ruislip. The location of the site is shown below.



Ickenham Road is classified as the B466 and links the A40 Western Avenue to the south with the A4180 West End Road to the north East. The road at this point is of conventional design having a wide carriageway and a footway on its southern side. Immediately fronting the application site on the northern side is a footway adjacent to the carriageway, a wide grass verge and a second footway between the site boundary and the verge.

The site currently benefits from a vehicular access from Sharps Lane to the east which serves a garage via a narrow private drive.

Proposal

The applicant, Mr Verma requires wheelchair access to the dwelling and access via the rear of the property is not practical, therefore he is seeking to provide vehicular access at the front, via Ickenham Road. In addition, his wife suffers from Post Traumatic Stress Disorder, having been previously attacked in an alleyway when younger.

In order to access the existing parking space to the rear of the property, Mrs Verma is required to walk along this narrow, unlit path, which causes her a great deal of anxiety and triggers panic attacks. This has been confirmed by Dr Rose, a Clinical Psychologist.

Planning History

44 Ickenham Road

Mr Verma approached LBoH with a view to creating such an access and was informed of the London Borough of Hillingdon New Domestic Vehicle Footway Crossover Policy (April 2019) which states *"Where an application for a crossover is proposed across a highway verge that is greater than 3m in width or any other grassed highway amenity area, it will be refused."*

Bharat Patel the Highways Engineer commented that Highways would not approve a crossover for the reason that the grass verge at the location is 5m.

42 Ickenham Road

A previous planning application was submitted for a similar access and dropped footway crossing for the adjacent property Number 42 Ickenham Road in 2017 under the reference 4073/APP/2016/2781, prior to the adoption of the 2019 Policy.

This application was refused planning consent for the following reasons:

The proposal would result in the increase in the number of potential conflict points along the road and together with its location in close proximity to the approach to the roundabout would be detrimental to highway and pedestrian safety and would result in the disruption of the free flow of traffic 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.

The proposal by reason of the loss of the boundary treatment to the frontage area and the grass verge, which is a common and attractive feature of this part of Ickenham Road, would be 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 Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE19 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Documents HDAS: Residential Extensions.

There are two main points that the application was refused on, these being the location of the new access in relation to the position of the existing roundabout junction to the east, and the loss of the boundary treatment and grass verge.

The refusal of the application was subsequently appealed through the Secretary of State for Communities and Local Government and was considered by Inspector R C Kirby. The issues he considered were:

- Highway and pedestrian safety; and
- The character and appearance of the area.

In dealing with the highway safety aspect, the Inspector had regard to saved Policy AM7 which stated that permission would not be granted for development which would unacceptably increase demand on roads or junctions which were already used to capacity; or prejudiced the free flow of traffic or conditions of highway or pedestrian safety.

The Inspector noted that the new crossover and driveway would result in vehicles using the site crossing over 2 pavements, one adjacent to the front boundary of the property; the other adjoining the carriageway. However, a proposed turntable ensured that vehicles exiting and entering the site could do so in a forward gear. Visibility at the access was noted as being good in both directions, such that pedestrians and drivers of vehicles in the road would be able to see vehicles using it. Drivers of vehicles using the access would also have been able to see pedestrians and other highway users in both directions.

Furthermore, the Inspector noted that although the access was located close to the mini roundabout junction, the new access would join the highway at a point where vehicles would typically be slowing down to use the roundabout. The appellant drew to the attention of the Inspector the Highway Authority's comments which indicated that the proposal would comply with Transport for London's guidelines in respect of distance from junctions. This guidance required that a minimum distance of 10 metres from a crossover to a junction should be provided. The proposed crossover had been calculated as being 30 metres from the roundabout junction which was not disputed by the Highway Authority.

In concluding the highway matters, the Inspector considered that the crossover would serve 1 vehicle parking space, and was not convinced that its use would result in harm to highway or pedestrian safety. He was not provided with evidence that the Ickenham Road was already used to capacity, or that the existing accesses in close proximity to the appeal site had prejudiced the free flow of traffic in the road or resulted in harm to highway or pedestrian safety. He therefore concluded that the proposal was not harmful to highway or pedestrian safety and that there would be no conflict with UDP Policy AM7.

With regard to the impact on character and appearance, the Inspector recognised that the new driveway serving the parking area would cut through the grass verge. However, he felt that the access drive would be of a limited width (reference was made on the application drawings to it being 2.44 metres wide). He considered that a substantial amount of grass verge would remain and that the highway trees were shown to be retained. He was of the view that the remaining grass verge and trees would serve to soften the appearance of the hard surfaced area from the road and pavements.

In concluding on this matter the Inspector considered that the proposal did not result in harm to the character or appearance of the area and found that no harm would have been caused to the setting of the nearby Ruislip Village Conservation Area and its significance as a heritage asset would have been sustained. He felt that there would have been no conflict with the quality of the built environment objectives of Policy BE1 of the Hillingdon Local

Plan: Part 1 Strategic Policies, or with the character objectives of UDP saved Policies BE13, BE19, or the tree and landscaping objectives of UDP saved Policy BE38.

The appeal was subsequently allowed subject to a number of conditions. The Appeal Decision is included as [Appendix 1](#) to this note.

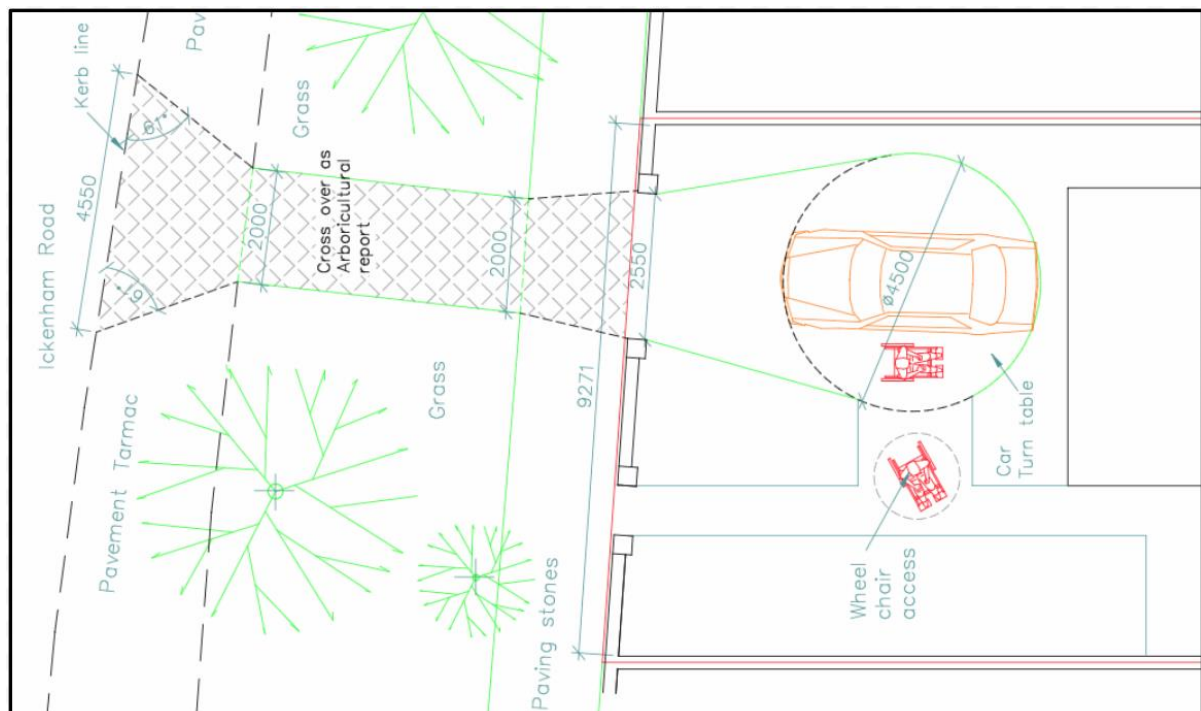
London Borough of Hillingdon New Domestic Vehicle Footway Crossover Policy (April 2019)

This policy document sets out the framework in relation to requests made for front garden, open plan parking.

Section 4 includes guidance and advice on the following aspects:

- Forecourt dimensions
- Size of crossover
- Distance between crossovers
- Highway trees
- Pedestrian visibility
- Carriageway visibility
- Surfacing and drainage of hard standings
- Grass verges

The proposed access will reflect the proposal which was granted through the appeal process at 42 Ickenham Road and is shown in principle below.



The crossover accords with the guidance set out within the policy document and will serve a 2.0m wide driveway leading to a vehicular turntable within the front garden area. Such a feature will allow a car to enter and leave the classified highway in forward gear.

Consideration must be had to the previous advice given to the applicant by the Highway Officer when he said:

"Where an application for a crossover is proposed across a highway verge that is greater than 3m in width or any other grassed highway amenity area, it will be refused."

The Officer did not refer to the policy in its entirety however which is set out in paragraph 4.6.2 and reads as follows:

The Authority will endeavour to sustain grass verges and amenity areas maintained by the highway authority as an important and integral part of the Borough's street scene wherever possible. The Authority reserves the right to reject on amenity grounds an application for a crossing across a verge or amenity area.

Where an application for a crossover is proposed across a highway verge that is greater than 3m in width or any other grassed highway amenity area, it will be refused. Approval may be given where the verge is 3m or less in width (subject to any special requirements if it is within a Conservation Area or in the proximity of a Listed Building).

In critical drainage areas or areas at flood risk the grass verges play a critical role in allowing water to infiltrate into the ground. Applications within these areas may be refused.

It is evident that the aim of this policy is to sustain grass verges as an important and integral part of the Borough's street scene where ever possible, rather than any reason relating to highway safety.

In that respect, the proposed access, driveway and parking turntable clearly meet the Policy document requirements and is only suggested as being unacceptable by the Highway Officer purely for a planning and landscape reason, rather than a highway safety reason.

In this regard, consideration has to be made to the Inspectors comments when allowing the access to the adjacent 42 Ickenham Road. To reiterate, on the loss of the verge to create the driveway he said:

"The new driveway serving the parking area would cut through the grass verge. However, it would be of a limited width (reference is made on the drawing to it being 2.44 metres wide). A substantial amount of grass verge would remain. The highway trees are shown to be retained. The remaining grass verge and trees would serve to soften the appearance of the hard surfaced area from the road and pavements."

In light of my findings, I consider that the proposal would not result in harm to the character or appearance of the area."

Summary and Conclusion

In summary, this Technical Note seeks to support a planning application for a new dropped footway crossing, access drive and turntable at 44 Ickenham Road, Ruislip.

The proposals reflect a similar scheme at the adjacent property 44 Ickenham Road, which was the subject of a planning appeal, and found to be acceptable by the Planning Inspector.

Despite the introduction of a new Policy document that resists driveways over grass verges more than 3.0m in depth, the Inspector considered this very situation in the case of 42 Ickenham Road and concluded that the remaining grass verge and trees would serve to soften the appearance of the hard surfaced area from the road and pavements. No detriment or harm was found and the appeal was allowed.

In all other respects, the new dropped footway crossing, access drive and turntable meet all the requirements of the London Borough of Hillingdon New Domestic Vehicle Footway Crossover Policy (April 2019).

The introduction of such an access will provide the ability of the applicant to provide wheel chair access to the front of the property which cannot currently be provided in a practical way from the narrow rear access from Sharps Lane.

Nick Culhane October 2021

Appendix 1

Appeal Decision for 42 Ickenham Road

Appeal Decision

Site visit made on 30 January 2017

by R C Kirby BA(Hons) DipTP MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 10 February 2017

Appeal Ref: APP/R5510/D/17/3166570
42, Ickenham Road, Ruislip HA4 7DQ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Augustine Jones against the decision of the Council of the London Borough of Hillingdon.
 - The application Ref 4073/APP/2016/2781, dated 18 July 2016, was refused by notice dated 9 November 2016
 - The development proposed is garage extension to accommodate a single car and installation of vehicle crossover.
-

Decision

1. The appeal is allowed and planning permission is granted for a garage extension to accommodate a single car and installation of vehicle crossover at 42, Ickenham Road, Ruislip HA4 7DQ in accordance with the terms of application Ref 4073/APP/2016/2781, dated 18 July 2016 and in accordance with the following conditions:
 - 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
 - 2) The development hereby permitted shall be carried out in accordance with the approved plans: Site Location Plan Scale 1:000; drawing nos GJ 2016 O5FA and GJ 2016 06A.
 - 3) The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building.
 - 4) Prior to the first use of the vehicular access onto Ickenham Road, the visibility splays, electrically operated turntable and the conversion of the existing parking space at the rear of the property into amenity space as shown on drawing no GJ 2016 O5FA shall be provided. Thereafter, such areas must be kept available at all times for those purposes.
 - 5) Prior to the first use of the vehicular access onto Ickenham Road, details of safety strips to be provided and a timetable for their installation shall be submitted to and approved in writing by the local planning authority. The safety strips shall be installed in accordance with the approved details and thereafter retained.
 - 6) No structure or erection exceeding 1 metre in height shall be placed within the visibility splays referred to in condition 4.
-

- 7) No gates shall be installed across the vehicle entrance without the prior written consent of the local planning authority.

Main Issues

2. The Council has not raised concern in respect of the proposed extension to the garage. From my observations and on the basis of the evidence before me, I have no reason to reach a different view to the Council regarding this element of the proposal. The main issues in this case are therefore the effect of the proposed vehicle crossover on:
- highway and pedestrian safety, and
 - the character and appearance of the area.

Reasons

3. The appeal property is a detached 2 storey dwelling set back from Ickenham Road. It is located close to, but outside of the boundary of the Ruislip Village Conservation Area.
4. Vehicular parking to the property is currently to the rear. The appellant is seeking to increase the size of the existing garage to the rear of the property and provide vehicular access to the front, off Ickenham Road. This would result in a new vehicle crossover being created onto this road. In order to leave the site in a forward gear, an electronically operated turntable is proposed to the front of the property.

Highway Safety

5. Ickenham Road is a classified road (B466). The Council has advised that it is designated as a Borough Secondary Distribution Road.
6. Amongst other matters, saved Policy AM7 of the London Borough of Hillingdon Unitary Development Plan (adopted 1998) Saved Policies (UDP) states that permission will not be granted for development which would unacceptably increase demand on roads or junctions which are already used to capacity; or prejudice the free flow of traffic or conditions of highway or pedestrian safety.
7. The new crossover and driveway would result in vehicles using the site crossing over 2 pavements, one adjacent to the front boundary of the property; the other adjoining the carriageway. However, the proposed turntable would ensure that vehicles exiting and entering the site could do so in a forward gear. Visibility at the access is good in both directions, such that pedestrians and drivers of vehicles in the road would be able to see vehicles using it. Drivers of vehicles using the access would also be able to see pedestrians and other highway users in both directions.
8. Although located close to a mini roundabout junction, the new access would join the highway at a point when vehicles would typically be slowing down to use the roundabout. The appellant has drawn my attention to the Highway Authority's comments which indicate that the proposal would comply with Transport for London's guidelines in respect of distance from junctions. This guidance requires that a minimum distance of 10 metres from a crossover to a junction should be provided. The proposed crossover has been calculated to be 30 metres from the roundabout junction. This is not disputed.

9. Given the above, and that the crossover would serve 1 vehicle parking space to a dwelling, I am not convinced that its use would result in harm to highway or pedestrian safety. I have not been provided with evidence that the Ickenham Road is already used to capacity, or that the existing accesses in close proximity to the appeal site have prejudiced the free flow of traffic in the road or resulted in harm to highway or pedestrian safety. Furthermore, I note that the Highway Authority consider that the proposal has addressed its concerns in respect of an earlier refused planning application¹ for a similar proposal. I therefore conclude that the proposal would not be harmful to highway or pedestrian safety. There would be no conflict with UDP Policy AM7 or the adopted Hillingdon Design and Access Statement, Supplementary Planning Document: Residential Extensions (SPD) in this regard.

Character and Appearance

10. To the front of the dwelling is a hard surfaced area with flower beds to the side. Between the highway and the front boundary wall is a grass verge with trees upon it. I agree with the Council that this forms an attractive feature of this part of Ickenham Road.
11. The new driveway serving the parking area would cut through the grass verge. However, it would be of a limited width (reference is made on the drawings to it being 2.44 metres wide). A substantial amount of grass verge would remain. The highway trees are shown to be retained. The remaining grass verge and trees would serve to soften the appearance of the hardsurfaced area from the road and pavements.
12. In respect of parking in front gardens, the SPD advises to keep hardsurfacing to a minimum, to provide planting to the parking area, and to keep openings in existing walls or fences to a minimum. Where gates are to be provided, these should open inwards or slide behind a wall. The appellant proposes to retain the majority of the front garden wall and has illustrated that new planting would be provided around the parking turntable. The existing low hedgerow is shown to be retained. Such matters would ensure that the proposal would satisfactorily integrate into the street scene.
13. In light of my findings, I consider that the proposal would not result in harm to the character or appearance of the area. Given this conclusion, I find that no harm would be caused to the setting of the nearby Ruislip Village Conservation Area. Its significance as a heritage asset would be sustained, in accordance with paragraph 131 of the Framework. There would be no conflict with the quality of the built environment objectives of Policy BE1 of the Hillingdon Local Plan: Part 1 Strategic Policies, or with the character objectives of UDP saved Policies BE13, BE19, or the tree and landscaping objectives of UDP saved Policy BE38. Furthermore, there would be no conflict with the SPD.

Conditions

14. The Council has indicated that it would like to see a number of conditions imposed in the event that the appeal is allowed. A condition is necessary

¹ Ref: 4073/APP/2015/1617

requiring the development to be carried out in accordance with the approved plans, in the interests of highway safety and the character and appearance of the area. In the interests of the character and appearance of the area, a condition is also necessary to ensure that the materials used for the proposed garage match the existing building. In the interests of highway safety a condition is necessary requiring details of safety strips to be provided, as is a condition preventing obstruction of the visibility splays. However, I have amended the wording of the condition suggested by the Council to reflect the advice from the Highway Authority in its Highway Impact Assessment.

15. The Highway Authority also suggests a condition preventing gates from being installed at the new vehicular entrance. In the interests of pedestrian safety such a condition is necessary to prevent vehicles waiting within the public highway, including upon the footway for the gates to open.

Conclusion

16. For the above reasons, and having regard to all other matters raised, the appeal is allowed.

R C Kirby

INSPECTOR