

## **Report of the Head of Planning, Transportation and Regeneration**

**Address** 9 MAYGOODS GREEN COWLEY

**Development:** Installation of vehicular crossover and creation of hardstanding (part retrospective)

**LBH Ref Nos:** 73573/APP/2018/621

**Drawing Nos:** Proposed Site Layout  
Location Plan (1:1250)  
Block Plan (1:200)

**Date Plans Received:** 16/02/2018

**Date(s) of Amendment(s):**

**Date Application Valid:** 05/03/2018

### **1. CONSIDERATIONS**

#### **1.1 Site and Locality**

The application property comprises of a ground floor maisonette in a semi-detached block of 4, located in the Northern corner of Mayoods Green which lies within the Developed Area as identified within the Hillingdon Local Plan - Saved UDP Policies (November 2012). The frontage has currently been laid to hardstanding. A barrier has been placed across the front of the hardstanding in the position of the proposed crossover.

#### **1.2 Proposed Scheme**

The application seeks planning permission for the installation of a vehicular crossover and creation of hardstanding

#### **1.3 Relevant Planning History Comment on Planning History**

There is no planning history at this application site.

### **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**

EXTERNAL:

4 neighbouring properties were consulted by letter dated 7.3.18 and a site notice was displayed to the front of the site which expired on 6.4.18.

6 letters of objection and a petition of objection signed by 24 signatories have been received raising concerns about the proposed crossover displacing the 10-12 cars which currently park in this turning head.

A letter has also been received from the applicant, accompanied by a petition of support signed by 86 signatories.

Ward Councillor: This property is a maisonette and the access is from an additional piece of road off of Maygoods Green. This is currently utilised as parking by about 8-9 cars on what is already a crowded road.

Permitting a dropped kerb would remove parking for all of these cars, and there would be nowhere for them to be displaced to.

It would have a negative impact on the other maisonettes and houses nearby in this corner, which in turn would knock on to neighbours further away.

The parking in this location has always been self governed and has not caused any issues amongst neighbours.

Can I please request that this application is heard by the Central & South Planning Committee.

INTERNAL:

Highways Officer:

The application is for the installation of a crossover on Maygoods Green, Cowley. This local road is subject to very high levels of parking stress as there is very little off-street car parking available nearby. The site has a PTAL value of 1a (very poor) which suggests there will be a very strong reliance on private cars for trip making to and from the site. This also explains the high car use and parking stress.

It is apparent this proposal has caused reaction and stress from the immediate community. When a decision is made with regard to creating an opening onto an adopted public highway, considerations such as depth of property frontage, adherence to the allowable crossing width, implications on highway safety i.e. visibility, existing on-street parking demand, road traffic levels, proximity of street furniture street lamp/tree locations etc form the main part of determining suitability of an address for such a provision.

It is evident that, at present, there is high on-street parking demand especially in the vicinity of this address. This results in parking being arranged in an informal haphazard fashion by local residents outside of the address. As such this maximises parking capacity on the roadway which is beneficial as it reduces the likelihood of the displacement of these vehicles to other parts of the highway which would potentially result in injudicious and additional parking pressures elsewhere on the already highly stressed road network in the neighbourhood.

In addition, if permission were to be granted for this crossing, it would set an undesirable precedent encouraging other nearby addresses to apply for similar crossing provisions thereby further reducing on-street parking availability and exacerbating the already high parking pressures that local residents endure.

The proposal has been appraised within this context and is considered unacceptable. A refusal on highway grounds is therefore recommended.

#### **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.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
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 property, the impact upon the visual amenities of the surrounding area, the impact on the amenity of adjoining occupiers and car parking provision.

Within the Hillingdon Local Plan (November 2012), Policy AM7 acknowledges that 'The local planning authority will not grant permission for developments whose traffic generation is likely to prejudice the free flow of traffic or conditions of general highway or pedestrian safety'. This local road is subject to very high levels of parking stress as there is very little off-street car parking available nearby. The site has a PTAL value of 1a (very poor) which suggests there will be a very strong reliance on private cars for trip making to and from the site. This also explains the high car use and parking stress.

The Highways Officer has confirmed that It is apparent this proposal has caused reaction and stress from the immediate community. When a decision is made with regard to creating an opening onto an adopted public highway, considerations such as depth of property frontage, adherence to the allowable crossing width, implications on highway safety i.e. visibility, existing on-street parking demand, road traffic levels, proximity of street furniture street lamp/tree locations etc form the main part of determining suitability of an address for such a provision.

It is evident that, at present, there is high on-street parking demand especially in the vicinity of this address. This results in parking being arranged in an informal haphazard fashion by local residents outside of the address. As such this maximises parking capacity on the roadway which is beneficial as it reduces the likelihood of the displacement of these vehicles to other parts of the highway which would potentially result in injudicious and additional parking pressures elsewhere on the already highly stressed road network in the neighbourhood.

In addition, if permission were to be granted for this crossing, it would set an undesirable precedent encouraging other nearby addresses to apply for similar crossing provisions thereby further reducing on-street parking availability and exacerbating the already high parking pressures that local residents endure. The proposal would, by virtue of the loss of on street parking spaces in Maygoods Green would therefore lead to additional demand for on street parking in the nearby locality to the detriment of public and highway safety and is therefore contrary to Policies AM7 and AM14 of the Hillingdon Local Plan Saved UDP Policies (November 2012).

The Council's adopted Supplementary Planning Document HDAS: Residential Extensions states at section 11.2 that at least 25% of the front garden may be required to be maintained for planting and soft landscaping, the entire front garden should not be replaced with hardstanding and openings made in existing boundary walls or fences should be kept to a minimum thus avoiding the loss of definition between pavement and private space and creating the appearance of a car park rather than a residential street. It is noted that the entire frontage has been laid to hardstanding recently. The application property is a maisonette and does not therefore benefit from permitted development rights under Part 1 Class F and this element is therefore included in the description of development. Aerial photographs confirm that this work has been recently carried out and the frontage was laid entirely to soft landscaping with a concrete pedestrian pathway to the side and 1m high chain link fence to the front. The revised plan indicates that soft landscaping would be provided which could be secured by way of condition. As such the proposal is considered acceptable in accordance with Policy BE38 of the Local Plan.

The application is recommended for refusal.

## **6. RECOMMENDATION**

**REFUSAL for the following reasons:**

### **1 NON2 Non Standard reason for refusal**

The proposal results in the loss of existing on-street parking, in an area where such parking is at a premium, resulting in additional demand for on street parking in the nearby locality, to the detriment of public and highway safety. The proposal is therefore contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012).

## **INFORMATIVES**

- 1** On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.
- 2** 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).

- 3 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.

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.

BE15 Alterations and extensions to existing buildings

BE19 New development must improve or complement the character of the area.

BE20 Daylight and sunlight considerations.

BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

HDAS-E> Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008

- 4 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 'Saved' UDP 2007, Local Plan Part 1, 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 (July 2011) and national guidance.

Part 1 Policies:

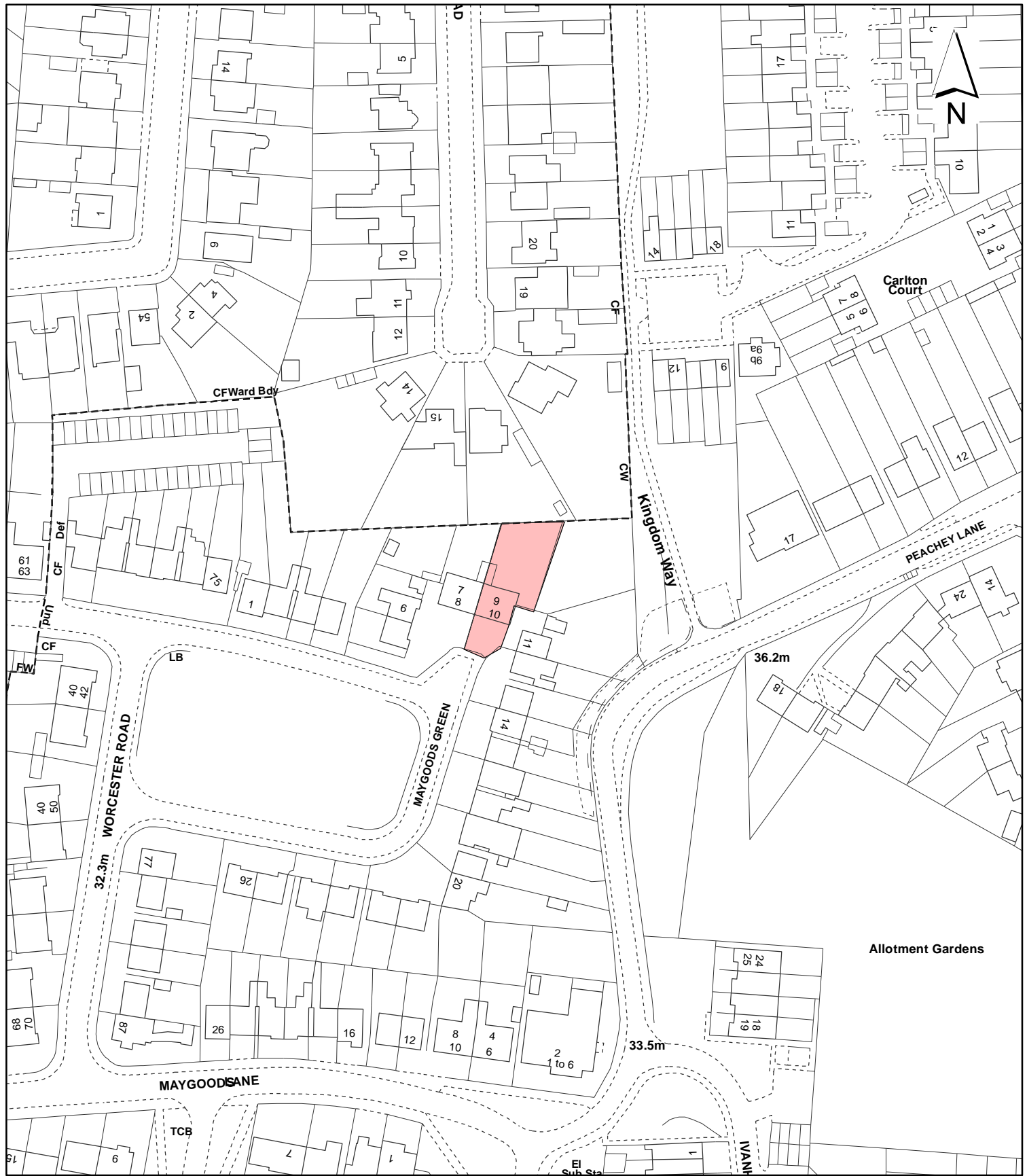
PT1.BE1 (2012) Built Environment

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.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
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

**Contact Officer:** Nicola Taplin

**Telephone No:** 01895 250230



### Notes:

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2018 Ordnance Survey 100019283

Site Address:

**9 Maygoods Green**

Planning Application Ref:

**73573/APP/2018/621**

Planning Committee:

**Central & South**

Scale:

**1:1,250**

Date:

**June 2018**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services  
Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 250111



**HILLINGDON**  
LONDON