

Parking Statement

279 Long Lane Hillingdon UB10 9JS

By Anva

Proposed Development: Subdivision of Plot and Erection of One Two-Bedroom Bungalow at the Rear Garden of No. 171 Kensington Avenue, London E12 6NL

1. Introduction

This Parking Statement has been prepared in support of the proposed subdivision of the existing plot and erection of a two-storey, three-bedroom dwelling house to the rear garden of 279 Long Lane, Hillingdon.

The purpose of this statement is to demonstrate that the proposed parking, access and cycle parking arrangements are appropriate for the scale of the development, provide safe access to the site and accord with relevant national, regional and local planning policies.

2. Existing Parking Arrangements

The proposed development forms a subdivision of the existing residential plot. The existing dwelling at 279 Long Lane will retain its current parking arrangements and vehicle access. The proposal will not alter or reduce the existing parking provision serving the host property. The proposed dwelling will operate independently with its own dedicated vehicular access and parking provision.

3. Proposed Vehicular Access

A new vehicular access is proposed from Hartshill Close. The proposed access will be formed by constructing a new dropped kerb and driveway serving the proposed dwelling.

The proposed dropped kerb design and access arrangements are illustrated on Drawing Nos. 037.26/9 -11, submitted as part of the planning application. These drawings demonstrate the proposed dropped kerb, driveway layout, confirming that safe and convenient vehicular access can be achieved from Hartshill Close.

The proposed dwelling occupies a corner plot position, allowing good visibility between vehicles and highway users. Visibility splays are illustrated on the submitted access drawings. Vehicles will be able to enter and leave the site safely, with sufficient space to manoeuvre within the site before accessing Hartshill Close.

4. Parking Provision

The proposal includes one off-street parking space located within the front garden of the proposed dwelling. The parking bay measures approximately 2.5 metres by 5.0 metres, providing a practical parking space suitable for a family dwelling.

During the pre-application process, the Council noted that the previous proposal provided two parking spaces, which exceeded the maximum parking provision expected for the development. The current proposal has been revised in response to this advice and now provides a single off-street parking space appropriate to the scale of the proposed three-bedroom dwelling. The parking arrangement ensures that vehicles can be accommodated entirely within the site without obstructing the public highway.

5. Cycle Parking

The proposal provides two secure cycle parking spaces within a covered cycle store. The cycle store incorporates Sheffield stands to provide secure, convenient and weather-protected cycle parking for future occupants.

The cycle storage has been positioned to allow easy access while remaining discreetly integrated within the site layout. The provision of secure cycle parking encourages sustainable travel choices and reduces reliance on private motor vehicles for shorter journeys.

6. Highway Safety

The proposed access arrangements have been designed to ensure safe interaction between vehicles, pedestrians and other highway users.

The development benefits from:

- A dedicated driveway;
- A new dropped kerb;
- Good visibility from the site access;
- Safe vehicle manoeuvring within the site;
- Direct access onto Hartshill Close.

The proposal is not expected to result in unacceptable impacts on highway safety or the operation of the surrounding highway network.

7. Parking Surface

The proposed parking area will comprise a durable hardstanding suitable for residential vehicle use. The use of permeable block paving may be incorporated during the detailed design stage to assist with sustainable drainage objectives and reduce surface water runoff, where appropriate.

8. Sustainable Transport

The development supports sustainable travel by providing an appropriate balance between private vehicle parking and active travel facilities. The proposal includes:

- One appropriately sized off-street parking space;
- Two secure covered cycle parking spaces;
- Safe pedestrian access;
- Convenient access to the surrounding highway network.

These measures provide flexibility for future occupants while encouraging more sustainable modes of transport where practical.

9. Conclusion

The proposed parking and access arrangements have been carefully designed to meet the operational needs of the proposed dwelling while responding to the comments received during the pre-application process. The development:

- Retains the existing parking arrangements for 279 Long Lane;
- Provides an independent vehicular access from Hartshill Close;
- Includes a new dropped kerb and dedicated driveway;
- Provides one appropriately sized off-street parking space;
- Incorporates two secure covered cycle parking spaces;
- Enables safe vehicle manoeuvring and good visibility at the site access.

The proposed parking strategy is considered appropriate for the scale and nature of the development and provides a safe, practical and well-integrated parking solution.