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TRANSPORT STATEMENT

June 2022

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Ref: File path P:\ P2359 169 Joel Street Transport Statement June 2022

## **I.0 INTRODUCTION**

- I.1 Paul Mew Associates (PMA) is instructed by Deepak Rastogi in relation to the proposed development at 169 Joel Street, Pinner, HA5 2PD. The local planning and highway authority for the site is the London Borough of Hillingdon (LBH).
- I.2 The application site's location is presented on a map in Figure 1 of this report; the site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.

### **Site Location**

- I.3 The site is located around 2.8 kilometres to the west of Pinner town centre and 1 kilometre to the north of Eastcote village. Northwood Hills suburb centre is host to a parade of local shops, services and amenities along the B472 Joel Street, around 750 metres to the north of the site.
- I.4 The area adjoining the site is predominantly residential in nature, with a number of detached and semi-detached houses present along the B472 Joel Street. The site is bounded by the footway adjoining Joel Street to the west and residential dwellings to the north, south and east.
- I.5 The B472 Joel Street is oriented in a northerly to southerly direction, connecting with the A404 to the north and High Road Eastcote to the south. The site is not located within a controlled parking zone (CPZ). Joel Street is subject to a 30mph speed limit.
- I.6 There are bus stops on Joel Street within 60 metres of the site serving access to route 282. Bus route H13 is also accessible from bus stops situated 350 metres to the north of the site on Joel Street. Northwood Hills underground station is located 750 metres to the north of the site on Joel Street and serves access to the Metropolitan Line.

## Existing Site

- I.7 The development site currently comprises of a two-storey detached house with a parking forecourt area provided to the front of the building. A dropped-kerb crossover measuring 4.8 metres in width, currently provides vehicle access to the property.

## Recent Planning History

- I.8 PMA previously provided a Transport Statement for submission with a planning application for the construction of a new building to provide eight residential units comprising of one studio, four one-bedroom, two two-bedroom, and one three-bedroom flats with four on-site parking spaces under planning reference 22642/APP/2021/1965, which was refused planning permission in December 2021. The Decision Notice contained one reason for refusal which was not highways related. It has been extracted below for ease of reference:

*“The proposed development, by reason of its size, design, scale and massing would result in a poor, incongruous and overly dominant form of development that would be detrimental to the character, appearance and visual amenities of the site, the street scene and the wider area. The proposal is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part 1 (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies D1, D3 and D4 of the London Plan and the National Planning Policy Framework (2021).”*

- I.9 No objections relating to highways or parking were detailed in the corresponding Officers Report, and the Council deemed the 0.5:1 parking space to dwelling ratio acceptable on-balance. The full report can be found at Appendix B of this report for ease of reference.

## Current Proposals

- I.10 Following planning refusal, revised proposals have been prepared which seek demolition of the existing dwelling and construction of a new building to provide

eight residential units comprising of one studio flat, five one-bedroom flats, one two-bedroom flat, and one three-bedroom flat with four on-site parking spaces. The proposed site plan is presented at Appendix C of this report.

- I.11 The front car parking layout and access design illustrated within the previous planning application will be retained for the new proposals.
- I.12 A total of four car parking spaces will be provided on-site. One of the parking spaces can also be converted into a disabled parking bay if required by a future resident from the wheelchair accessible unit (see Appendix C for reference). This can be achieved by providing 1.2m access zones to the side and rear of the parking bay labelled with a wheelchair sign.
- I.13 In terms of cycle parking, 14 secure and sheltered long-stay cycle parking spaces (comprising of seven Sheffield stands) and two short-stay spaces (comprising of one Sheffield stand) will be provided for the development.
- I.14 The existing site access will be relocated to a position towards the centre of the site's frontage to provide vehicle access to the four on-site car parking spaces. Pedestrian visibility splays of 2.4m in width and length are allowed for on both sides of the access with a boundary wall no higher than 0.6m provided in this area.
- I.15 A gated entrance will also be provided at the north-western corner of property to provide pedestrian access to the site.

## **This Report**

- I.16 This Transport Statement has been produced to assess the transport impacts of the proposed development on the adjoining area in support of a new planning application. The following section outlines planning policy relevant to the application site.

## 2.0 POLICY CONTEXT

- 2.1 This proposal has been assessed in accordance with current transport planning policy guidance at the local, regional and national level.

### Hillingdon Council

- 2.2 The Hillingdon 'Local Plan' takes forward many of the key objectives of the Sustainable Community Strategy. The Council has divided the Hillingdon Local Plan into two parts. The Hillingdon 'Local Plan: Part 1- Strategic Policies' was adopted in November 2012 and the 'Local Plan Part 2 - Development Management Policies' was adopted in January 2020. The Hillingdon Local Plan: Part 2 - Development Management Policies (DMP) sets out the key elements of the planning framework for the Borough over the next 15 years.
- 2.3 Policy DMT 6: Vehicle Parking of the Council's Local Plan Part 2 (DMP) is extracted as follows:

*"A) 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.*

*B) All car parks provided for new development will be required to obtain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD."*

- 2.4 Appendix C Table 1 of the Council's Local Plan Part 2 (DMP) sets out the Council's maximum car and cycle parking standards for new development in the Borough and has been extracted below for ease of reference:

<b>CAR AND OTHER VEHICLE PARKING</b>	<b>BICYCLE PARKING</b>
<b>MAXIMUM REQUIREMENT</b>	<b>MAXIMUM REQUIREMENT</b> <b>(1 space per sqm of gross floorspace unless otherwise stated)</b>
<b>FLATS</b>	
<b>3 - 4 or more bedrooms - 2 spaces per unit</b>	<b>(a) 1 per studio, 1 or 2 bed unit.</b>
<b>1 – 2 bedrooms - 1.5 - 1 spaces per unit</b>	<b>(b) 2 per 3 or more bed unit.</b>
<b>Studio - 1 space per 2 units</b>	
<b>(a) Proposals must also accommodate visitor's car parking on-site additional to the above</b>	
<b>(b) Car parks must be allocated to dwellings.</b>	

- 2.5 For residential development (Use Class C3) the maximum car parking standards are 0.5 spaces per studio flat, 1-1.5 spaces per one or two-bedroom flats, and two spaces per three or four bedroom flats.
- 2.6 Parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision to meet the Mayor's targets. This will be reviewed in the future.
- 2.7 With regard to blue badge parking provision, car parking areas must include 10% of spaces suitable for a wheelchair user in accordance with the provisions in the Council's Accessible Hillingdon SPD (May 2013).

### London Plan

- 2.8 The current version of the London Plan was adopted in March 2021 and is the material planning document at the regional level. It sets out a framework for London's growth over the next 20-25 years including the Mayor's vision for good growth. Chapter 10 of the London Plan relates to London Transport.

2.9 Policy T1 of the London Plan sets out the strategic approach to transport:

***"Policy T1 Strategic approach to transport***

*A Development Plans and development proposals should support:*

- 1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041*
- 2) the proposed transport schemes set out in Table 10.1.*

*B All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."*

2.10 Policy T2 of the London Plan sets out the Mayor's strategy for 'healthy streets'.  
Policy T2 is extracted as follows:

***"Policy T2 Healthy Streets***

*A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.*

*B Development Plans should:*

- 1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.*
- 2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.*

*C In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active and public transport travel. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.*

*D Development proposals should:*

- 1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.*
- 2) reduce the dominance of vehicles on London's streets whether stationary or moving.*
- 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."*



2.11 In terms of guidance for residential car and cycle parking standards, the London Plan sets out the following standards, which are applicable to this proposal:

- CAR PARKING (Maximum): Outer London PTAL 2-3 – 0.75 spaces per one or two-bedroom dwelling, one space per three-bedroom dwelling;
- CYCLE PARKING (Minimum): Long-stay 1 space per studio, 1.5 spaces per 1 bedroom dwelling, and 2 spaces per all other dwellings. Short-stay two spaces for five to 40 dwellings, thereafter one space per 40 units;
- ELECTRICAL VEHICLE PARKING (Minimum): At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.
- DISABLED CAR PARKING (Minimum – 10 or more dwellings): Disabled parking is required for 3% of dwellings. This assessment should also demonstrate that disabled parking can be provided for an additional 7% of dwellings in future upon request.

### National Planning Policy Framework (NPPF)

2.12 The main planning policy documents which provide a context for national sustainable transport is the National Planning Policy Framework (NPPF), which was published in July 2018 and last updated in July 2021.

2.13 The NPPF sets out key sustainable transport objectives. Promoting sustainable transport is an integral part of transportation policy.

2.14 An extract from section 9 'Promoting Sustainable Transport' of the NPPF is set out as follows:

*"104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*

- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”*

*“I05. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”*

*“I08. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”*

### 3.0 SITE ACCESSIBILITY

#### Local Amenities

- 3.1 As previously noted, the site is situated around 750 metres to the south of Northwood Hills suburb centre, which is host to a parade of local shops, services and amenities located on the B472 Joel Street, which will be readily accessible to future residents of the site on-foot. In turn, this should reduce the reliance on travelling by car to carry out daily grocery trips etc.
- 3.2 The closest amenities in proximity to the site on Joel Street include a Tesco Express, Boots, cafés, restaurants/takeaways, gym and co-op supermarket.
- 3.3 The location of nearby shops, services and amenities is displayed in Figure 2 of this report.

#### Public Transport

- 3.4 In terms of public transport, in order to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and a public transport accessibility level (PTAL) assessment have been undertaken.
- 3.5 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walk distances and wait times.
- 3.6 TfL provides an online GIS-based PTAL tool. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's PTAL score.
- 3.7 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAL score. The manual PTAL calculation indicates that the application site currently has a PTAL score of 8.26 and a corresponding PTAL rating of 2 which is a 'poor' accessibility rating as defined by TfL.

- 3.8 However, when applying transport data from the 2021 PTAL Forecast tool, the application site will result in an improved PTAL score of 10.14 and rating of 3, which is a 'moderate' accessibility rating as defined by TfL. The improved PTAL rating forecast for the application site is mainly accounted to the improvement in frequency of Metropolitan Line services at Northwood Hills underground station.
- 3.9 The manual PTAL calculation for the 2021 forecast year is presented in Appendix D. TfL's PTAL table is extracted as follows:

**Table 3 Public Transport Accessibility Levels**

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

- 3.10 A total of two different bus services with high hourly service frequencies can be accessed from stops near the site, refer to Figure 2 for the locations of the nearby bus stops and bus services.
- 3.11 There are bus stops on Joel Street within 60 metres of the site serving access to route 282 (5 vehicles per hour). Bus Route H13 (3 vehicles per hour) is also accessible from bus stops situated 350 metres to the north of the site on Joel Street.
- 3.12 The nearest station to the site is Northwood Hills underground station which is located around 750 metres to the north of the site following footpaths as is shown in Figure 2. Northwood Hills underground station is located on the Metropolitan Line with services between Watford/Amersham/Chesham and Aldgate, around 3-4 times per hour. The Metropolitan Line stops at popular destinations such as Wembley Park, Baker Street, Kings Cross St Pancras and Liverpool Street.

### Cycling & Pedestrian Accessibility

- 3.13 The pedestrian footways surrounding the site are sufficiently wide, well-lit, and in a good state of repair. The walk routes from the site to local amenities and public transport access points are straightforward as can be seen from the site location map in Figure 2 of this report.
- 3.14 Cycling will be encouraged through the provision of appropriate cycle facilities as discussed later in this report. Secure and sheltered cycle parking will be provided for the development in accordance with local and regional policy guidelines.
- 3.15 From reviewing TfL's cycle route map (<https://tfl.gov.uk/maps/cycle>), the site is not located within close proximity of any cycle routes.
- 3.16 The site is outside of the catchment area for TfL's cycle hire scheme.

### Vehicle Access

- 3.17 The site is well connected to the wider highway network. The B472 Joel Street adjoins the A404 to the north and High Road Eastcote to the south.
- 3.18 The roads adjoining the site are not within a formal CPZ. Joel Street is subject to a 30mph speed limit.

## 4.0 BASELINE PARKING CONDITIONS

- 4.1 The first stage of assessing the parking impact of the proposed development is to survey the existing baseline conditions on the adjoining road network.

### Parking Survey Inventory

- 4.2 The first stage of the parking assessment is to map out the parking survey area. The parking surveys has been conducted using the widely regarded industry standard 'Lambeth Parking Survey Methodology' (refer to Appendix E) which Hillingdon Council's highways officers subscribe to. The Lambeth methodology prescribes a 200 metre walking distance for residential parking surveys such as this one. Refer to Figure 3 for a map illustrating the parking study area.
- 4.3 The survey area has been split into individual streets or sections of streets comprising the following:
- Wyevale Close;
  - Reid Close;
  - Beatrice Close;
  - Joel Street; and
  - Middleton Drive.
- 4.4 All vehicle crossovers and kerb space within 5 metres of junctions have been eliminated from the surveys. The remainder of the parkable kerb space within the survey area has been measured on-site. The total distance of kerb space between crossovers / junctions have been recorded and split into increments of 5 metres in accordance with Lambeth Council's parking survey methodology.
- 4.5 It should be noted that Fernley Close and other private parking areas have been omitted from the parking survey analysis as they are not available for the general public to use.

- 4.6 The parking survey inventory is presented in Table I as follows, additionally refer to Figures 4 a-d.

Table I. Parking Survey Inventory

Road	Parking Inventory			
	Kerbside Parking Opportunities			
	Unrestricted		Unrestricted Perpendicular*	
	Metres	Spaces	Metres	Spaces
Wyevale Close	20	4	20	8
Reid Close	55	11	27.5	10
Beatrice Close	15	3	10	4
Joel Street	200	40	-	-
Middleton Drive	100	20	-	-
<b>Total</b>	<b>390</b>	<b>78</b>	<b>65</b>	<b>22</b>

\*Parking opportunities measure 2.5 metres in width

Source: PMA Survey

- 4.7 The parking survey inventory in Table I shows that there are a total of 100 safe and legal unrestricted kerb-side parking opportunities within the survey area.
- 4.8 It should be noted that suitable kerb-side parking is only identified on one side of Joel Street at a given point in order to reflect the existing and established parking arrangement on Joel Street. This is explained in detail further in the report.

### Parking Survey Results

- 4.9 The next stage of the on-street parking assessment is to carry out a series of parking beat surveys. The Lambeth methodology states that one survey between the hours of 0030-0530 must be undertaken on two separate weekday nights (i.e. Monday, Tuesday, Wednesday or Thursday). Overnight parking surveys are designed to capture the peak resident demand for on-street parking in a given area.
- 4.10 The overnight surveys were undertaken on Monday 14<sup>th</sup> September and Tuesday 15<sup>th</sup> September 2020 at 0430 and 0300 respectively.

- 4.11 The results of each overnight parking survey are presented in Appendix F and have been produced to the standards prescribed within the Lambeth methodology.
- 4.12 Table 2 presents the average results from both overnight surveys for parking opportunities within the survey area.

Table 2. Average Overnight Parking Surveys Results

Road	Average Overnight Parking Surveys Results		
	Kerb Side Parking Opportunities		
	Unrestricted*		
	Spaces	Cars Parked	Parking Stress
Wyevale Close	12	15	125%
Reid Close	21	16	76%
Beatrice Close	7	4	57%
Joel Street	40	8	20%
Middleton Drive	20	15	75%
<b>Total</b>	<b>100</b>	<b>58</b>	<b>58%</b>

\*Unrestricted parking includes perpendicular spaces

Source: PMA Survey

NB: Minor arithmetic errors due to rounding

- 4.13 The results in Table 2 demonstrate that the average parking stress of unrestricted kerb side parking in the survey area is 58%, with an average of 58 cars parked in the 100 safe and legal available spaces, leaving 42 unrestricted parking opportunities free.
- 4.14 Where the site is located on Joel Street, 40 unrestricted kerb side spaces are present with an average of eight vehicles parked here leaving 32 available spaces. This equates to a parking stress level of 20%.
- 4.15 The Lambeth methodology does not prescribe specific thresholds for when a parking survey area is deemed to suffer from undue parking stress. However, it is widely perceived that an observed parking stress of 90% is the threshold for acceptable parking stress.



- 4.16 The results of the parking surveys therefore demonstrate that the unrestricted kerb side parking of 58% is not currently close to a level where parking stress is deemed to be overly high or problematic. The results demonstrate that there is a large reserve surplus in kerb side parking capacity on Joel Street and other roads surrounding the site.

## 5.0 ACCESS, PARKING & SERVICING

### Access

- 5.1 As detailed in the introduction, the existing dropped-kerb crossover will be relocated to a position towards the centre of the site's frontage to provide vehicle access to the four on-site car parking spaces. Refer to the proposed site plan in Appendix C.
- 5.2 The proposed dropped-kerb crossover measures 3.6m in width at point of entry to the carriageway with 0.6m tapers to each side.
- 5.3 The design of the proposed crossover accords with paragraph 4.2 of LB Hillingdon's Domestic Vehicle Footway Crossover Policy (April 2019) document, which details that "*the maximum width for a residential crossover should not normally exceed 3.6 metres flat section.*"
- 5.4 A gated entrance will also be provided at the north-western corner of property to provide pedestrian access to the site.
- 5.5 In order to determine the suitability of the proposed access, pedestrian visibility sightlines have been plotted at the entrance to the site.
- 5.6 The pedestrian visibility zone has been calculated in accordance with paragraph 4.7 of LB Hillingdon's Domestic Vehicle Footway Crossover Policy document. As per their guidance, pedestrian visibility splays of 2.4m in width and length should be provided on both sides of the access. No obstruction higher than 0.6m is permitted in this area.
- 5.7 Figure 5 illustrates that the pedestrian visibility zone in accordance with these standards is achievable.

- 5.8 As per the Highways Officer's section of the Officers Report for the previous planning application (refer to Appendix B), Hillingdon Council provided commentary on the design of the vehicle extracted as follows, *"In terms of dimension and positioning, the proposal conforms to the Council's 'Domestic Vehicle Footway Crossover' Policy."*
- 5.9 It was also noted by Hillingdon Council that *"In order to assist with improving sight-lines at the new site entrance for vehicles and pedestrians, it is therefore recommended that the front boundary wall height should not exceed 0.6m for at least 1-2m on either side of the new opening in order to achieve the aim of satisfactory visibility."* In accordance with statement above, the extent of boundary wall covered by the pedestrian visibility splay area (2.4m in length) will not exceed 0.6m in height.

### **Parking**

- 5.10 As explained in the introduction, the proposals seek demolition of the existing dwelling and construction of a new building to provide eight residential units, comprising of one studio flat, five one-bedroom flats, one two-bedroom flat, and one three-bedroom flat. A total of four car parking spaces will be provided on-site.
- 5.11 Each of the proposed on-site car parking spaces accord with the Council's requirements in respect of dimensions, being 2.4 metres wide and 4.8 metres in length.
- 5.12 The development plan for Hillingdon comprises of the adopted Local Plan: Part 2 - Development Management Policies.
- 5.13 In accordance with the Council's residential parking policy requirements, the development would need to provide up to a maximum of 0.5 spaces for the studio unit, 1 to 1.5 parking spaces per one or two-bedroom flat, and 2 spaces per three-bedroom flat. The development should therefore provide no more than 8.5-11.5 off-street car parking spaces.

- 5.14 In accordance with the residential parking policy requirements in the London Plan (March 2021), the development would need to provide up to a maximum of 6.25 parking spaces.
- 5.15 The provision of four off-street car parking spaces under the proposal is within the Council's adopted maximum parking standards and can therefore be deemed to be compliant with policy requirements. It should also be noted that the earlier application for eight flats (22642/APP/2021/1965) contained a unit mix that resulted in a maximum of 6.25 parking spaces under the London Plan and the Council confirmed this would be acceptable.
- 5.16 As laid out in the instruction, as part of a recent planning submission for eight residential units comprising of one studio, four one-bedroom, two two-bedroom, and one three-bedroom flats with four on-site parking spaces under planning reference 22642/APP/2021/1965, no objections related to highways or parking were raised and the Council deemed the 0.5:1 parking space to dwelling ratio acceptable on-balance. The full report can be found at Appendix B of this report for ease of reference, the relevant part is extracted below for ease of reference:

*"It is proposed to provide 8 residential flats comprised of 1 studio, 4x1, 2x2 & 1x3 bedroom units. The maximum standard requires 0.5 of a space for the studio, 1-1.5 spaces per unit (for flats up to a scale of 2 bedrooms) with 2 spaces per flat for the larger 3-bedroom unit. Hence a quantum of between 9-12 spaces would be expected on-site to comply with the adopted parking standard. The proposed quantum of 4 spaces therefore falls below this requirement.*

*In contrast for a PTAL rating of 2, the recently adopted London Plan (LP 2021) parking standard demands up to 0.75 spaces per unit (up to 2 bedrooms) and up to 1 space for the 3 bedroom flat which would result in a lesser total requirement of 6 spaces. Therefore, on balance, as the difference between the regional LP 2021 requirement and actual provision is marginal, the 4-space provision is considered borderline acceptable."*

- 5.17 It should also be noted that a planning appeal (appeal reference: APP/R5510/W/18/3217591) for six residential dwellings and four on-site parking spaces at 190 Joel Street was allowed in March 2019. The planning inspectorate

also noted that four parking spaces would be an acceptable level of parking for a proposal of six dwellings (0.66 spaces per dwelling). This is of a similar parking ratio to the proposed development (0.5 spaces per dwelling).

- 5.18 Figures 6 a-b of this report present AutoTrack generated vehicle swept path diagrams of a typical family saloon car entering each parking space in a safe and convenient manner.
- 5.19 To comply with the Council's EV (electric vehicle) parking standards, one of the four parking bays will be provided with 'active' charging facilities and the remainder will be provided with the infrastructure for future provision i.e. a 'passive' bay.
- 5.20 In accordance with the Council's Accessible Hillingdon SPD (May 2013), 10% of parking spaces must be allocated as a blue badge bay. It was also requested by Hillingdon Council within the last Officer Report (Appendix B) that one blue badge space must be provided on-site.
- 5.21 However, given that only four off-street parking spaces are being provided, the site does not reach the threshold (five spaces) where it would be necessary to provide a blue badge bay. The scale of this proposal is also beneath the threshold in the adopted London Plan (March 2021), whereby the provision of disabled parking becomes a minimum requirement (10 dwellings). Thirdly, it should be noted that the development at 190 Joel Street was allowed at appeal without providing blue badge parking at the same level of parking as the proposals (four spaces).
- 5.22 Notwithstanding the above, one of the parking spaces can be converted into a disabled parking bay if required by a future resident from the wheelchair accessible unit (see Appendix C for reference). This can be achieved by providing 1.2m access zones to the side and rear of the parking bay.
- 5.23 In terms of cycle parking, the development requires 14 secure and sheltered 'long-stay' cycle parking spaces and two easily accessible 'short-stay' cycle parking spaces in accordance with the Council's policy requirements, which are as per the

London Plan. The proposed site plan in Appendix C demonstrates that 14 long-stay cycle storage spaces (comprising of seven Sheffield stands) will be provided for the development within a store to the rear of the property. One Sheffield stand is situated near the front of the site, providing two short-stay cycle parking spaces for visitors.

- 5.24 The provision of cycle storage for the new dwellings is likely to encourage bike ownership and therefore reduce the reliance on travelling by car.
- 5.25 The design of cycle parking accords with paragraph 1.6 of WestTrans partnership's (which includes LB Hillingdon) West London Cycle Parking Guidance (2017), which details that *"All parking must be easy to use for people of all ages and abilities with at least 50% to avoid lifting a bicycle. e.g. Less than 50% ramped or two tier stands."* All 14 long-stay cycle storage spaces are provided in the form of Sheffield stands, which are easily accessible for people of all ages and abilities.
- 5.26 The side-alley which provides access to the cycle store measures 1.2 metres in width at its most narrow point, which accords with the minimum corridor width (1.2 metres) detailed in section 5.1 of the West London Cycle Parking Guidance.
- 5.27 In summary the car, EV, blue badge, and cycle parking provision is compliant with the Council's policy expectations and is therefore acceptable.

### Development Impact

- 5.28 To further assist the application of the Council's car parking standards, and to project the actual demand for parking generated by residential development in specific parts of the Borough, local census data from the most recent survey in 2011 has been researched.
- 5.29 The 'Middle Layer Super Output Area' has been selected to reflect a minimum size of 5,000 residents and 2,000 households adjoining the development site, thus giving an accurate reflection of car ownership levels in the immediate locality.

- 5.30 Table 3 presents the 2011 car or van ownership census data for the area adjoining the application site.

Table 3. Car or Van Ownership Census Data - Flat, Maisonette, Apartment

LC4415EW - Car or van availability	Middle Layer Super Output Area		Borough	
	Hillingdon 004		Hillingdon	
	Count	%	Count	%
All Categories: Car or Van Availability	875	-	26,382	-
No cars or vans in household	297	34%	10,895	41%
1 car or van in household	447	51%	12,394	47%
2 cars or vans in household	131	15%	3,093	12%

Source: Office for national statistics

- 5.31 The census data in Table 3 illustrates that in the local area 34% of flats do not have a car, 51% have one car and 15% have two cars. Applying this car or van ownership census data, the proposed eight dwellings will generate demand for seven cars. Refer to Table 4.

Table 4. Census Data Car Ownership Projections

CPH	% of Dwellings	No. Dwellings	Total Cars
0	34%	2.7	0.0
1	51%	4.1	4.1
2	15%	1.2	2.4
Total	100%	8.0	7

Notes:

CPH = cars per household

% = Local ward car ownership data

8 dwellings = the proposed development

Total cars = the projected parking demand

Arithmetic errors are due to rounding's

- 5.32 In accordance with the local car/van ownership census data the eight new dwellings will generate a demand for seven car parking spaces. Given that four parking spaces will be provided on-site, three vehicles may overspill onto the adjoining highway.
- 5.33 As previously noted, the observed average overnight parking stress of unrestricted kerb side parking opportunities within the survey area is 58%. When applying the

overspill parking demand of three cars, the parking stress for the survey area will increase by 3% from 58% to 61%. In turn, 39 parking spaces will remain available on the adjoining highway.

- 5.34 It is widely perceived that an observed parking stress of 90% or more is deemed to represent a high uptake of kerb side parking. As such, on-street parking stress is likely to be 29% below the widely accepted threshold when considering the impact of the proposed development. The additional parking demand is therefore likely to fall within nightly fluctuations in parking patterns locally and therefore go unnoticed.
- 5.35 The proposals are therefore compliant with paragraph 110 of the NPPF, which states that:

*"110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

- 5.36 In relation to part A of paragraph 110, sustainable modes of transport have been promoted through the provision of cycle parking for future residents. Paragraph B is also met through the design of safe access to the site for pedestrian and vehicles. The provision of long-stay cycle storage in the form of Sheffield stands also caters for people of all ages and abilities. Regarding paragraph C, the contents of this report have demonstrated that the development will not result in significant impacts on the highway network in terms of safety, congestion, or parking capacity.



## Servicing

- 5.37 The site's refuse requirements are expected to be accommodated from Joel Street as per the existing arrangements for the neighbouring residential properties.
- 5.38 As shown on the site plan in Appendix C, the furthest bin is situated within an eight metre trundle distance of Joel Street. The number of bins provided for this development will be in accordance with the Council's Waste Management Department policy guidance.
- 5.39 In the event of a fire a London Fire Brigade (LFB) fire tender will pull up adjacent to the site on Joel Street.
- 5.40 To summarise, all servicing arrangements are compliant with local policy requirements and are satisfactory.

## 6.0 SUMMARY

- 6.1 To summarise, the proposals seek the demolition of the existing dwelling and the construction of a new building to provide eight residential units comprising of one studio flat, five one-bedroom flats, one-two-bedroom flat, and one three-bedroom flat and four off-street car parking spaces at 169 Joel Street, Pinner.
- 6.2 In terms of cycle parking, 14 secure and sheltered long-stay cycle parking spaces (comprising of 10 Sheffield stands) and two short-stay spaces (comprising of one Sheffield stand) will be provided for the development.
- 6.3 The proposed development's car, EV, blue badge, and cycle parking provision is compliant with the Council's policy expectations and is therefore acceptable.
- 6.4 As part of a recent planning submission for eight residential units comprising of one studio, four one-bedroom, two two-bedroom, and one three-bedroom flats with four on-site parking spaces under planning reference 22642/APP/2021/1965, no objections related to highways or parking were raised and the Council deemed the 0.5:1 parking space to dwelling ratio acceptable on-balance.
- 6.5 Further, in accordance with the residential parking policy requirements in the London Plan (March 2021), the development would need to provide up to a maximum of 6.25 parking spaces. It should also be noted that the earlier application for eight flats (22642/APP/2021/1965) contained a unit mix that resulted in a maximum of 6.25 parking spaces under the London Plan and the Council confirmed this would be acceptable.
- 6.6 The existing site access will be relocated to a position towards the centre of the site's frontage to provide vehicle access to the four on-site car parking spaces. A gated entrance will also be provided at the north-western corner of property to provide pedestrian access to the site. To determine the suitability of the proposed access, pedestrian visibility sightlines have been plotted at entrance to the site in accordance with Hillingdon Council's standards.

- 6.7 The average overnight parking stress of unrestricted kerb side parking opportunities within the survey area is 58%. The results demonstrate that there is a large reserve surplus in kerb side parking capacity on Joel Street and other roads surrounding the site.
- 6.8 When applying the possible overspill parking demand of three cars generated by the development, the parking stress for the survey area will increase by 3% from 58% to 61%. In turn, 39 parking spaces will remain available on the adjoining highway.
- 6.9 It is widely perceived that an observed parking stress of 90% or more is deemed to represent a high uptake of kerb side parking. As such, on-street parking stress is likely to be 29% below the widely accepted threshold when considering the impact of the proposed development.
- 6.10 The servicing arrangements for the development are in-keeping with existing established arrangements locally, compliant with local policy requirements, and are therefore considered to be satisfactory.
- 6.11 The proposal is considered to be acceptable on all highways aspects.

## FIGURES



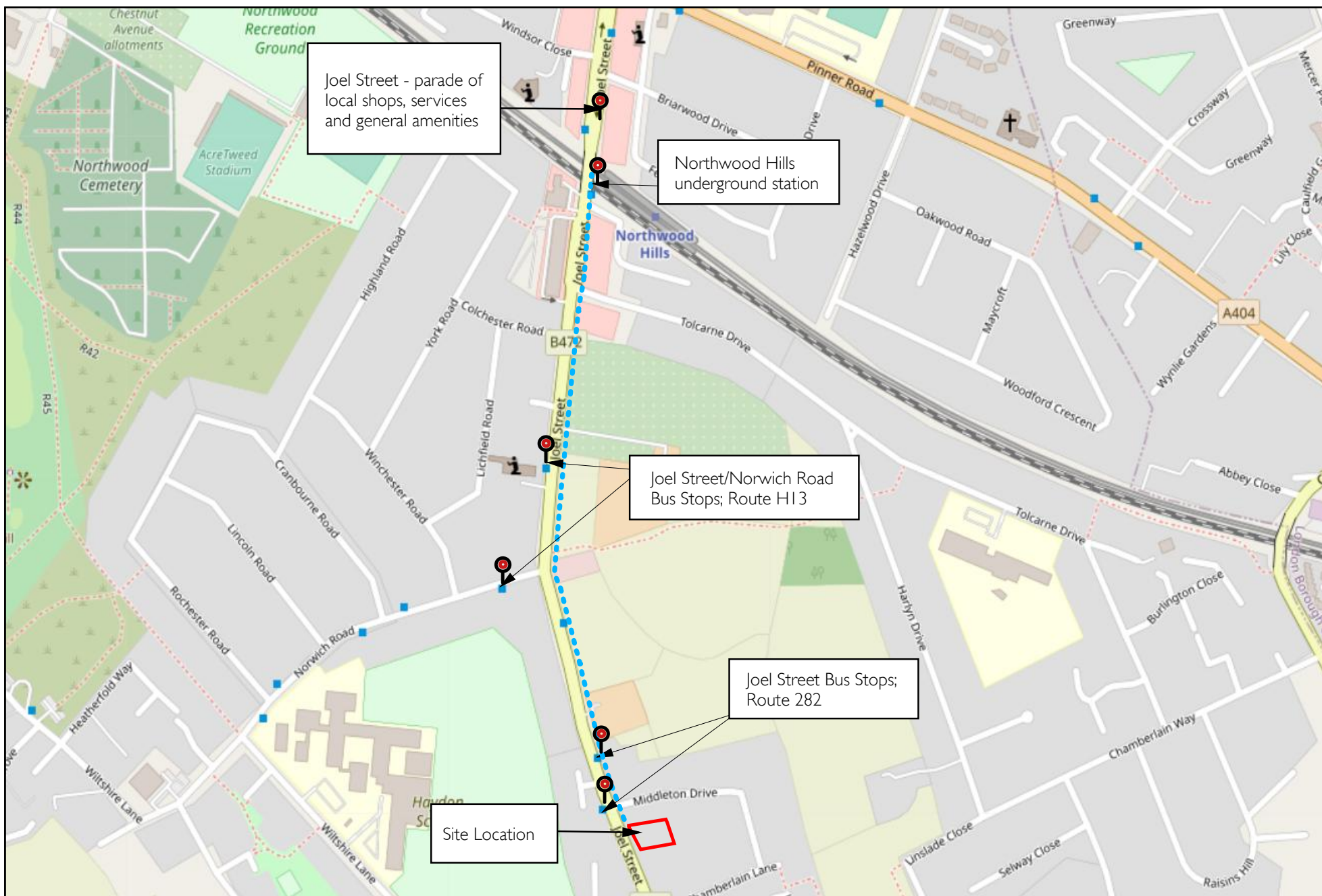
Date: 10 August 2020  
Scale: NTS  
Source: OpenStreetMap  
Drawing No: P2359/TS/01



P2359: 169 Joel Street, Pinner, HA5 2PD  
Figure 1.  
Site Location



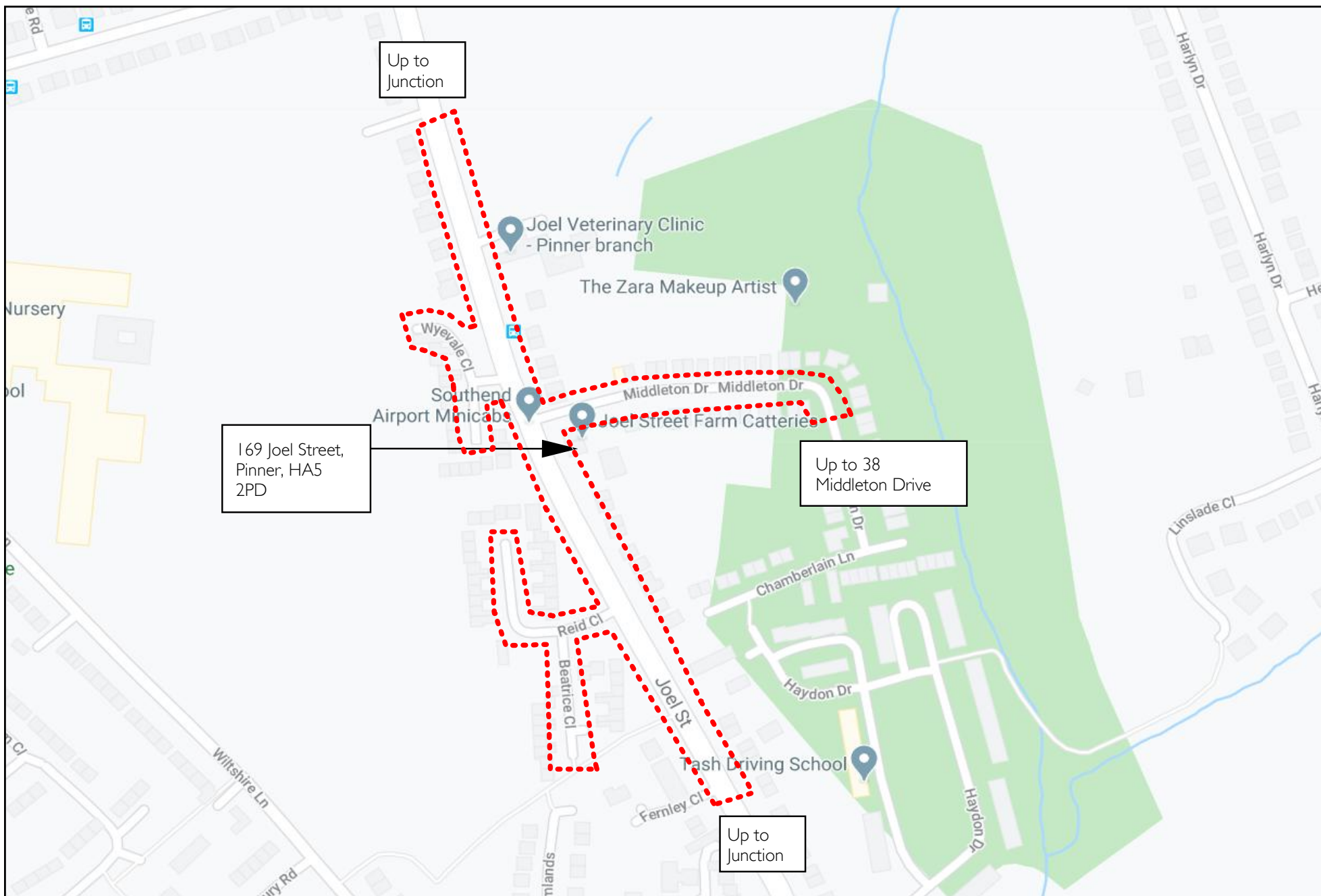
PAUL MEW ASSOCIATES  
TRAFFIC CONSULTANTS



Date: 10 August 2020  
 Scale: NTS  
 Source: OpenStreetMap  
 Drawing No: P2359/TS/02



P2359: 169 Joel Street, Pinner, HA5 2PD  
 Figure 2.  
 Local Amenities & Public Transport Accessibility Map



Date: 10 August 2020  
 Scale: NTS  
 Source: Google Maps  
 Drawing No: P2359/TS/03



P2359: 169 Joel Street, Pinner, HA5 2PD

Figure 3.  
 Parking Survey Area



PAUL MEW ASSOCIATES  
 TRAFFIC CONSULTANTS

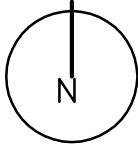






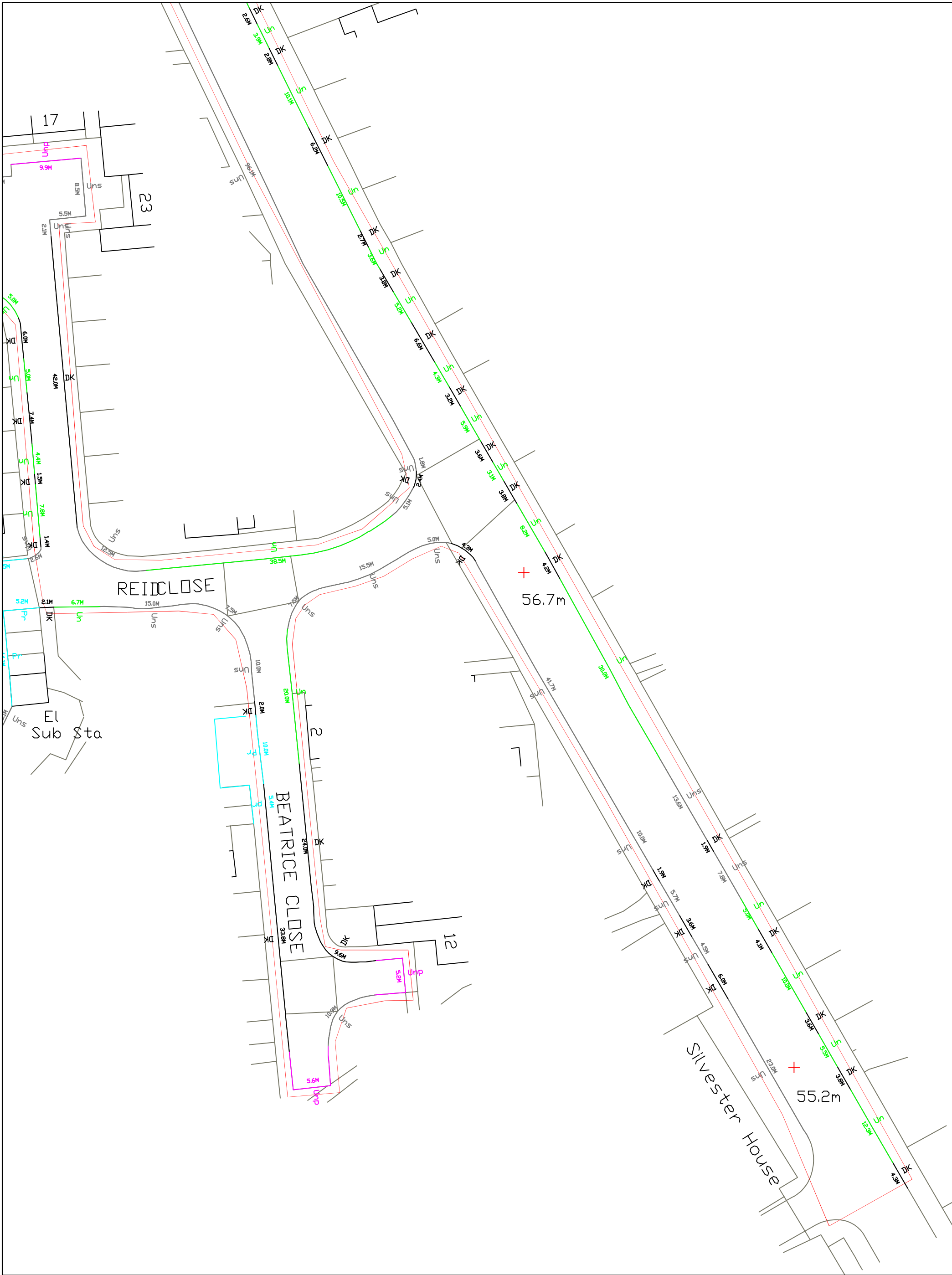


Date: 15 September 2020  
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Source: Ordnance Survey  
Drawing No. P2359/TS/04

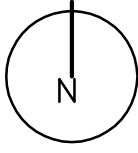


P2359: 169 Joel Street, Pinner, HA5 2PD  
Figure 4b.  
Parking Survey Inventory - Central Section

  
**PAUL MEW ASSOCIATES**  
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Unit 1, Plym House, 21 Enterprise Way, London SW18 1FZ  
Tel: 020 8780 0426  
E-mail: paulmew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



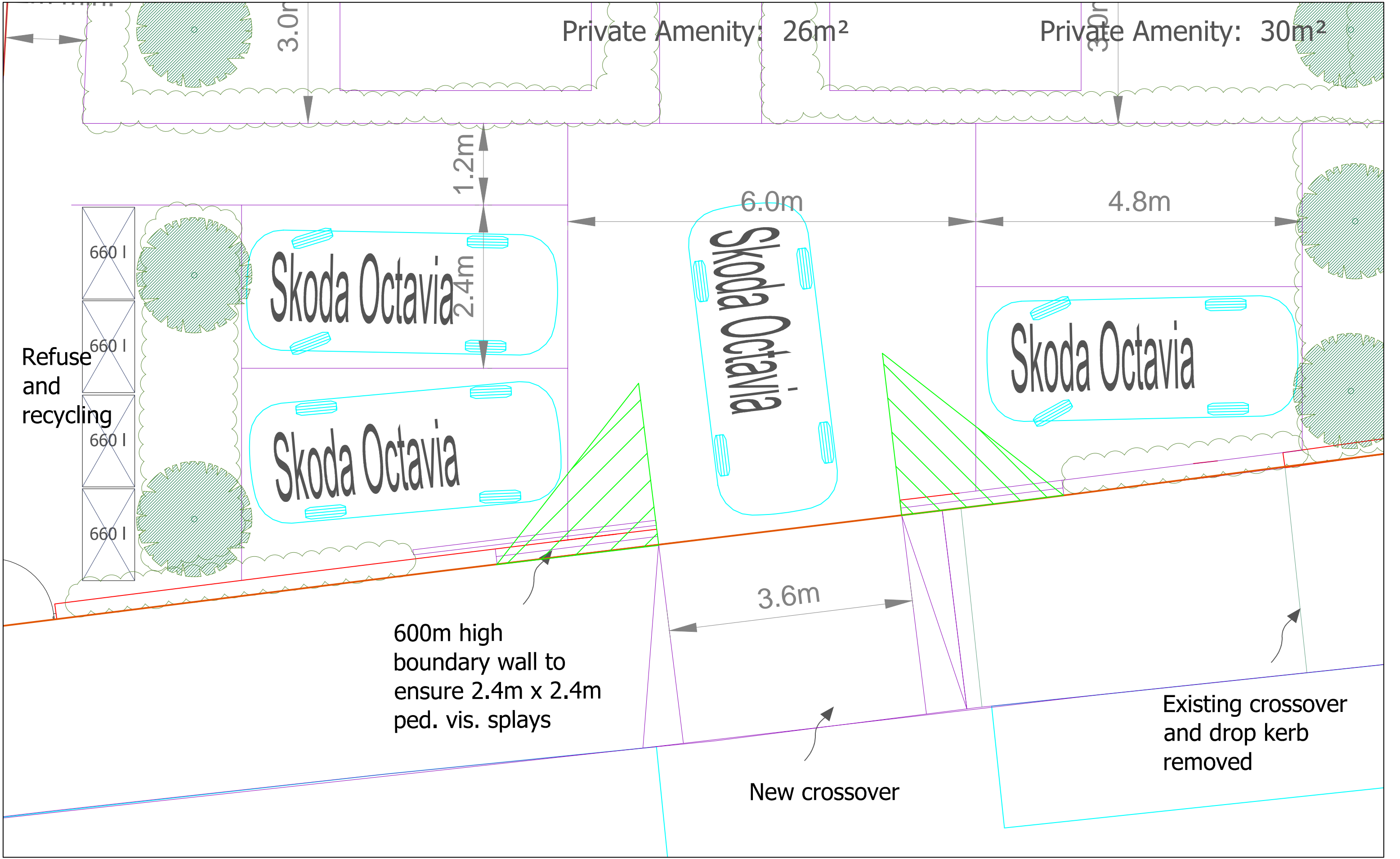
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Source: Ordnance Survey  
Drawing No. P2359/TS/04



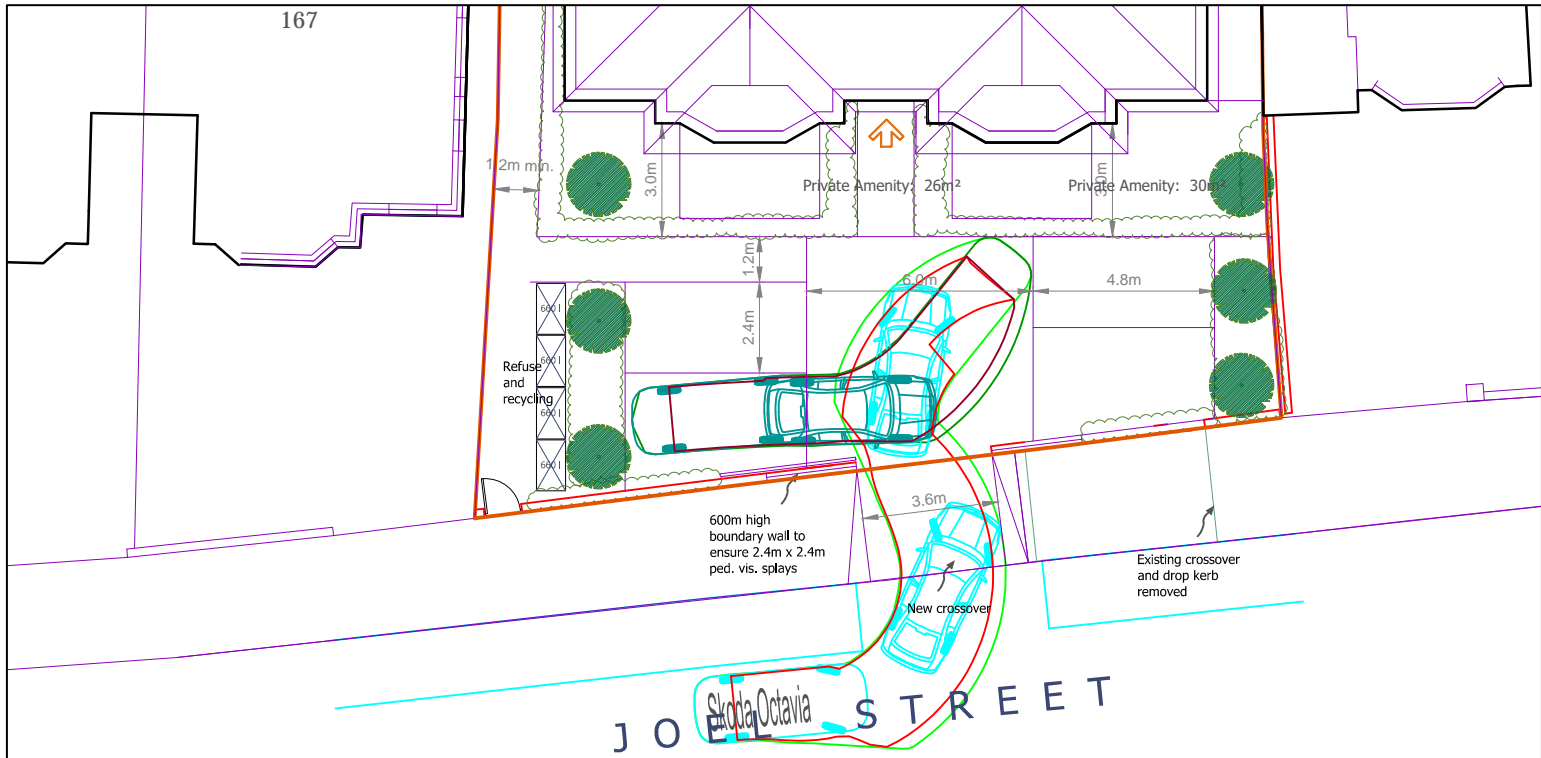
P2359: 169 Joel Street, Pinner, HA5 2PD  
Figure 4c.  
Parking Survey Inventory - Southern Section

  
PAUL MEW ASSOCIATES  
TRAFFIC CONSULTANTS  
Unit 1, Plym House, 21 Enterprise Way, London SW18 1FZ  
Tel: 020 8780 0426  
E-mail: paulmew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

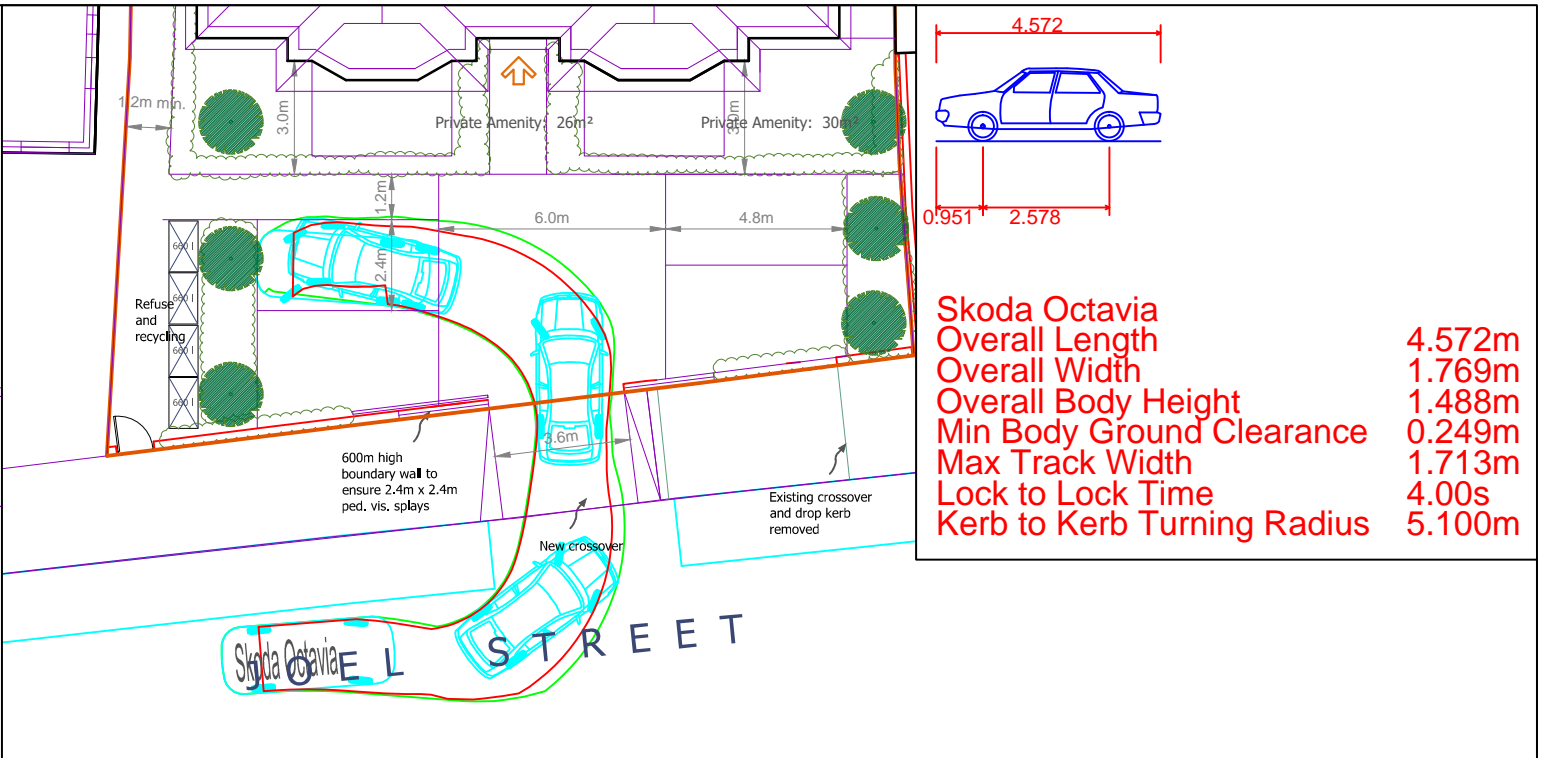




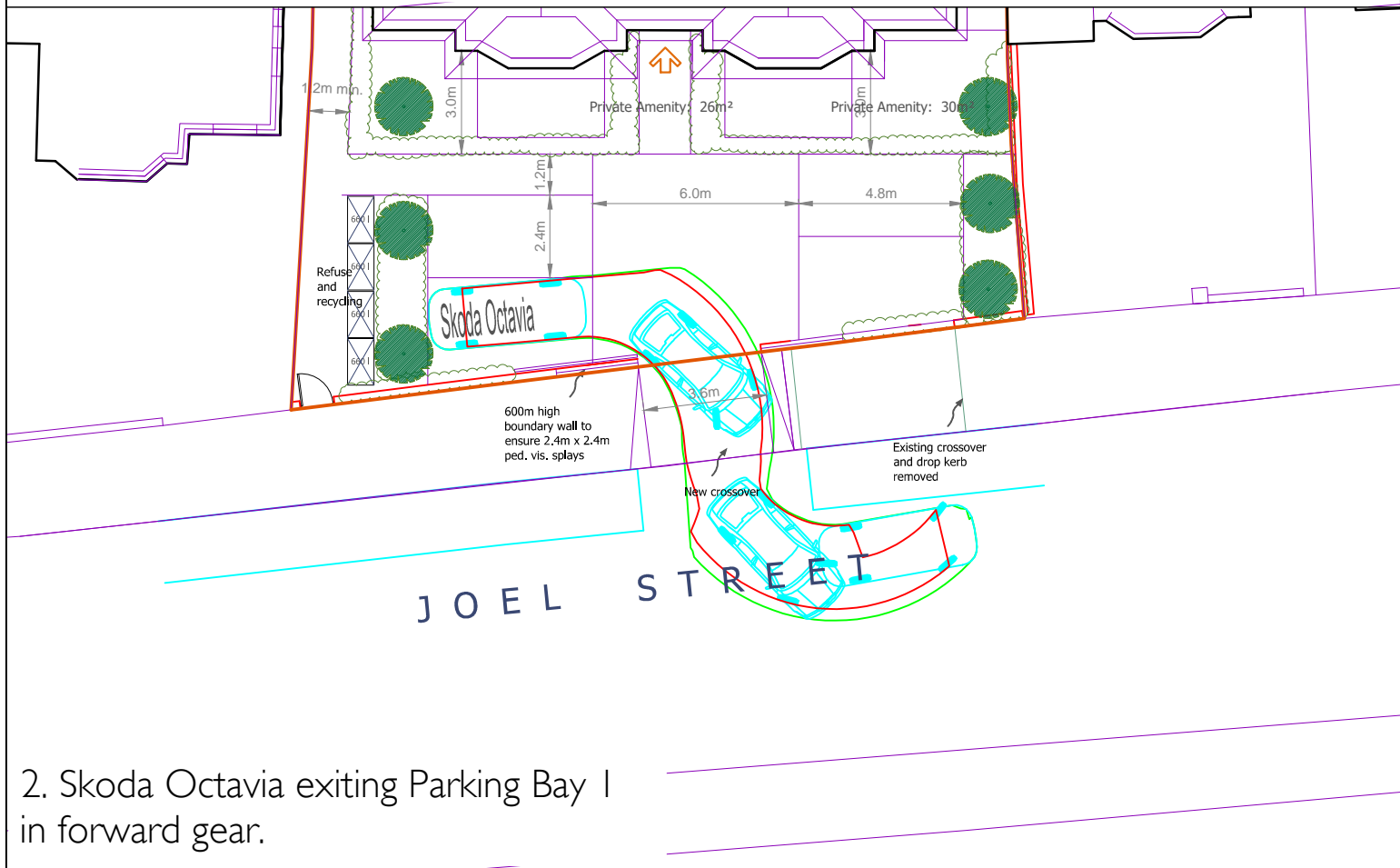




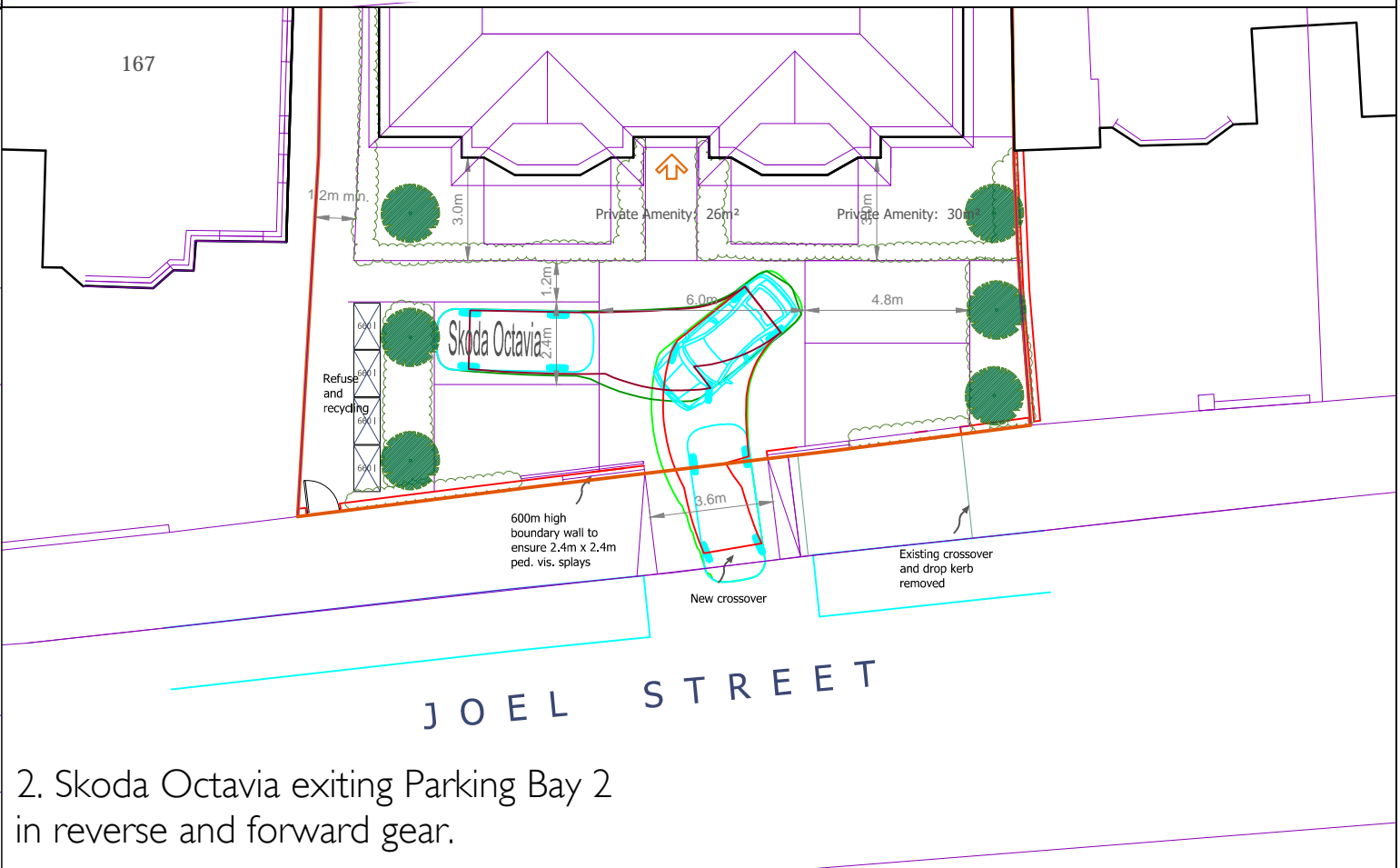
1. Skoda Octavia entering Parking Bay 1 in forward and reverse gear.



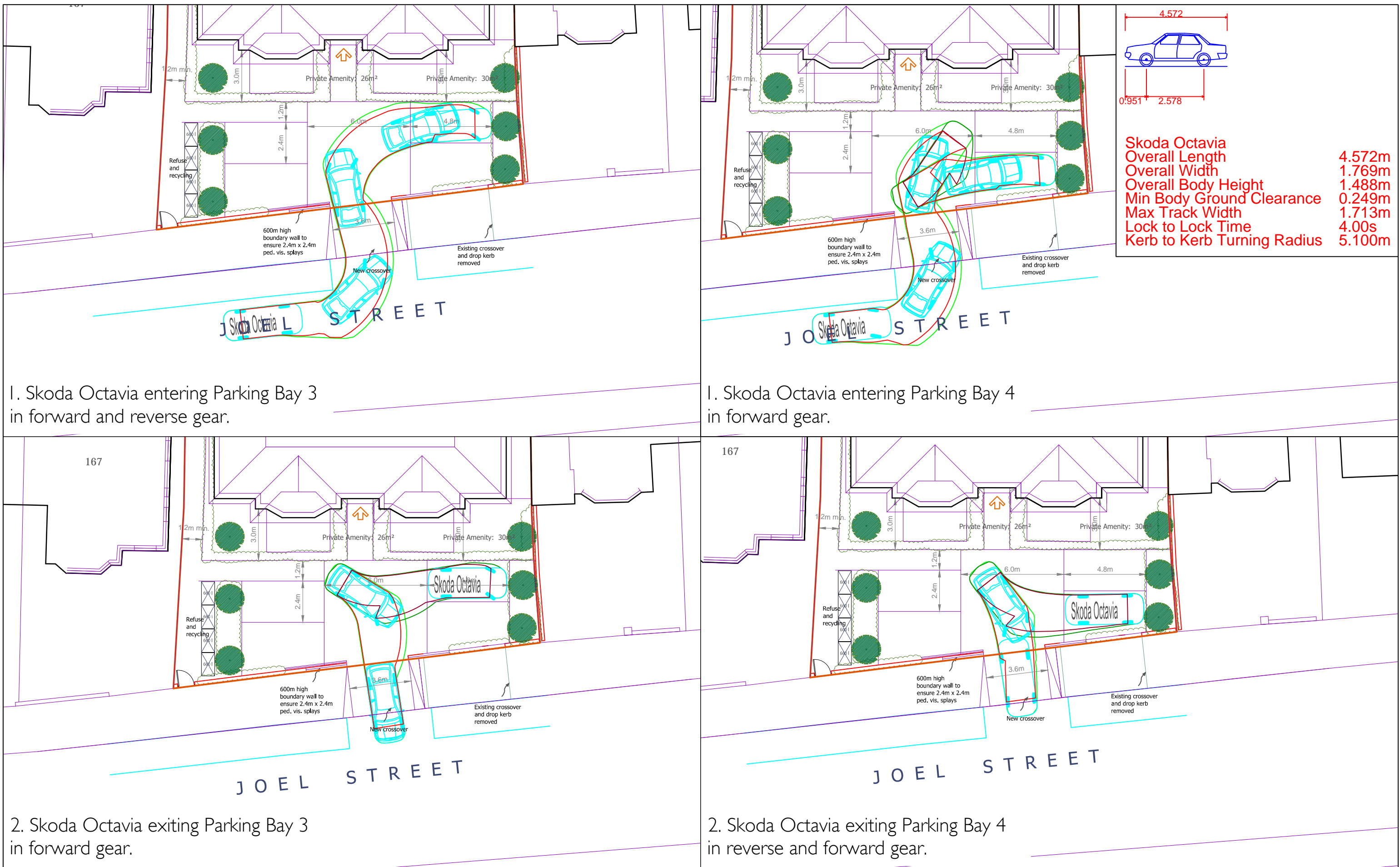
1. Skoda Octavia entering Parking Bay 2 in forward gear.



2. Skoda Octavia exiting Parking Bay 1 in forward gear.



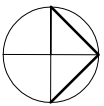
2. Skoda Octavia exiting Parking Bay 2 in reverse and forward gear.



## APPENDIX A

### Site Boundary





Site area: 0.11 Ha

**169 Joel Street, Pinner  
LONDON HA5 2PD**

**LOCATION PLAN**

Scale 1:1250 at A3

Drawing No. DPR / P21 / 01



**APPENDIX B**  
Officers Report – 22642/APP/2021/1965

**APPLICATION FOR: 22642/APP/2021/1965**

169 JOEL STREET EASTCOTE PINNER

**COMMITTEE:** Minor Apps PC

**DATE:** 7th December 2021

I confirm:-

- All consultations have been completec
- All consultations are reflected in the report.
- The report is free from spelling, typing and grammatical errors.

Final formatting:

Signed:- \_\_\_\_\_  
Case Officer

Signed:- \_\_\_\_\_  
Team Manager

Signed:- \_\_\_\_\_  
Senior Manager

I agree this report can go on the agenda for the above Committee.

Signed:- \_\_\_\_\_  
DC Tech Admin

<b>Item No.</b>	<b>Report of the Head of Planning, Transportation and Regeneration</b>
<b>Address</b>	169 JOEL STREET EASTCOTE PINNER
<b>Development:</b>	Demolition of the existing dwelling and erection of a part one, part two, and part three-storey building comprising 8 flats (1 x studio, 4 x 1-bed, 2 x 2-bed and 1 x 3-bed) with 4 parking spaces
<b>LBH Ref Nos:</b>	22642/APP/2021/1965
<b>Drawing Nos:</b>	DPR P21 01 LOCATION PLAN(1) DPR P21 03 EXISTING BLOCK PLAN(1) DPR P21 08 PROPOSED SECOND FLOOR PLAN(1) DPR P21 07 PROPOSED FIRST FLOOR PLAN(1) DPR P21 02 TOPOGRAPHIC SURVEY(1) DPR P21 05 PROPOSED SITE LAYOUT(1) DPR P21 06 PROPOSED GROUND FLOOR PLAN(2) DPR P21 04 PROPOSED BLOCK PLAN(1). DPR P21 09 PROPOSED ROOF PLAN(1) DPR P21 11 PROPOSED EAST ELEVATION(1) DPR P21 12 PROPOSED SIDE ELEVATIONS(1) JSP P20 21 EXISTING ELEVATIONS(1) DPR P21 10 PROPOSED WEST ELEVATION(1) JSP P20 20 EXISTING FLOOR PLANS(1) DPR P21 13 PROPOSED STREETSCENE ELEVATION(1)

**Date Plans Recieved:** 14/05/2021      **Date(s) of Amendment(s):**

**Date Application Valid:** 14/05/2021

## 1. SUMMARY

Planning permission is sought for the demolition of the existing dwelling and the erection of a part one, part two and part three-storey building comprising 8 flats (1 x studio, 4 x 1-bed, 2 x 2-bed and 1 x 3-bed), together with 4 car parking spaces.

There is no objection, in principle, to the creation of additional residential units in this location in land use terms. However, the proposed development, by reason of its size, design, scale and massing would result in a poor, incongruous and overly dominant form of development that would be detrimental to the character, appearance and visual amenities of the site, the street scene and the wider area. The proposal is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part 1 (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies D1, D3 and D4 of the London Plan and the National Planning Policy Framework (2021).

It is therefore recommended that the application be refused for the reasons set out in this Committee Report.

## 2. RECOMMENDATION

**REFUSAL** for the following reasons:

**1            NON2            Non Standard reason for refusal**

The proposed development, by reason of its size, design, scale and massing would result in a poor, incongruous and overly dominant form of development that would be detrimental to the character, appearance and visual amenities of the site, the street scene and the wider area. The proposal is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part 1 (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies D1, D3 and D4 of the London Plan and the National Planning Policy Framework (2021).

**INFORMATIVES**

**1            I52            Compulsory Informative (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            I53            Compulsory Informative (2)**

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening

LPP G6	(2021) Biodiversity and access to nature
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H2	(2021) Small sites
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF9	NPPF 2021 - Promoting sustainable transport

### **3            174            Community Infrastructure Levy (CIL) (Refusing Consent)**

This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012.

For more information on CIL matters please visit the planning portal page at: [www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil](http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil)

## **3.        CONSIDERATIONS**

### **3.1      Site and Locality**

The application site comprises a large, detached two storey house located on the eastern side of Joel Street, Pinner. The property is of brick construction partly finished in painted white render. It has a double gable feature and a modestly sized dormer on its front elevation. The property is situated on a substantial plot which backs onto the rear garden of No.3 Middleton Drive. To the site frontage is a large area of hardstanding used for parking.

The neighbouring property to the north (at No.167) is a semi-detached house. This neighbouring property has been extended by a two storey side extension and a single storey rear extension. No. 171 is a semi-detached house located to the south. Within the rear garden of this property is a large, detached outbuilding located against the boundary with the application site. Both of these properties sit forward of the front elevation of the application property. The rear gardens of Nos. 1 and 1a Middleton Drive adjoin the side garden boundary of the application site. The surrounding area is residential in character and is predominately defined by two-storey houses.

Based on the Council's GIS, the site forms part of a Critical Drainage Area. The site has a Public Transport Accessibility Level rating of 2 (very poor) and lies in Flood Zone 1.

### **3.2      Proposed Scheme**

The application proposes the demolition of the existing dwelling and the erection of a part one, part two and part three-storey building comprising 8 flats (1 x studio, 4 x 1-bed, 2 x 2-bed and 1 x 3-bed), together with 4 car parking spaces.

### 3.3 Relevant Planning History

22642/A/78/2013      169 Joel Street Eastcote Pinner

Alterations to elevation (P)

**Decision:** 06-03-1979    Approved

22642/APP/2011/1472      169 Joel Street Eastcote Pinner

Part two storey, part single storey side/ rear extension and two storey front extension with 4 rooflights to rear and 5 rooflights to side

**Decision:** 22-12-2011    Withdrawn

22642/APP/2011/3098      169 Joel Street Eastcote Pinner

Part two storey part single storey front/side extension and single storey rear extension with 3 x roof lanterns

**Decision:** 13-02-2012    Approved

22642/APP/2013/712      169 Joel Street Eastcote Pinner

Part two storey, part single storey side/rear extension with 3 roof lanterns and single storey front extension

**Decision:** 21-05-2013    Approved

22642/APP/2014/2278      169 Joel Street Eastcote Pinner

Boundary wall with iron railings to front, including electronic iron gates and pedestrian gate and involving soft landscaping (Part Retrospective)

**Decision:** 10-10-2014    Refused                      **Appeal:** 28-01-2015    Allowed

22642/APP/2014/94      169 Joel Street Eastcote Pinner

Boundary wall with iron railings to front and side to include electric iron gates and pedestrian gates involving removal of hedge

**Decision:** 31-03-2014    Refused

22642/APP/2020/3181      169 Joel Street Eastcote Pinner

Demolition of the existing dwelling and erection of a part one, part two and part three-storey building comprising 9 flats (3 x 1-bed, 5 x 2-bed and 1 x 3-bed) with 4 parking spaces.

**Decision:** 11-03-2021    Refused

22642/C/85/1961      169 Joel Street Eastcote Pinner

Householder development - residential extension(P)

**Decision:** 29-01-1986    Approved

22642/F/87/0379      169 Joel Street Eastcote Pinner

Detached double garage

**Decision:** 23-04-1987    Approved

#### Comment on Relevant Planning History

The relevant planning history attached to this site is referenced above.

Planning application reference 22642/APP/2020/3181 proposed the demolition of the existing dwelling and the erection of a part one, part two and part three-storey building comprising 9 flats (3 x 1-bed, 5 x 2-bed and 1 x 3-bed) with 4 parking spaces. It was refused on 30th November 2020 for the following reasons:

1. The proposed development, by reason of the glazing at roof level and its width, proximity to neighbouring boundaries and forward position, would result in a poor, incongruous and overly dominant form of development that would be detrimental to the character, appearance and visual amenities of the site, the street scene and the wider area. The proposal is therefore contrary to Policies BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan Part Two - Development Management Policies (January 2020), Policy D4 of the London Plan (2021) and the NPPF (2019).

2. The proposal would result in the provision of windows to habitable rooms that would be obscure glazed and there would be no outlook from these bedroom windows resulting in harm to the amenity of future occupants. The development would therefore be contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy D6 of the London Plan (2021) and the NPPF (2019).

3. The proposed development, by virtue of its poor external layout would fail to provide an adequate level of external amenity for future residents in accordance with the Council's standards to the detriment of the amenity of future occupants. The development is therefore contrary to Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D6 of the London Plan (2021) and the NPPF (2019).

4. The proposal would result in the provision of several habitable rooms facing towards the side elevations of both of the neighbouring properties resulting in loss of or perceived loss of privacy to the occupants of those dwellings harmful to their residential amenity. The development would therefore be contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

5. The lack of an internal lift to provide adequate access to all users of the development would constitute a substandard form of development, harming the residential amenity of future occupants. The development would therefore be contrary to DMHB 11 and DMHB 16 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy D5 of the London Plan (2021).

6. The proposed development fails to provide sufficient off-street parking, and therefore the development is considered to result in substandard car parking provision, potentially leading to undue on-street parking to the detriment of public and highway safety contrary to Policies DMT 1, DMT 2 & DMT 6 of the Local Plan: Part 2 Development Plan (2020) and Policies T6 and T6.1 of the London Plan (2021).

An Appeal has been lodged against the refusal of planning application reference 22642/APP/2020/3181. The Appeal is currently being considered by the Secretary of State.

The following changes have been made since the refusal of application reference 22642/APP/2020/3181:

- A reduction in the number of proposed flats from 9 to 8.

- A reduction to the depth of the proposed building envelope.
- The internal floor layout has been revised so that the principal elevation windows serving the habitable rooms of the proposed flats would be fitted in the front or rear elevation of the building.
- Section 7.9 of the Planning, Design and Access Statement provides robust justification as to why a lift access cannot be provided.
- A parking survey has been submitted to demonstrate that the car parking demand generated by the development could be accommodated safely on-street.

As discussed in the following sections of this report, it is considered that the current proposal has addressed the grounds for refusal numbered 2 - 6 attached to application reference 22642/APP/2020/3181. However, the current proposal fails to satisfactorily address the detrimental harm that would be caused to the character and appearance of the area. As such, the ground for refusal numbered 1 has not been resolved and the current application is recommended for refusal on this basis.

#### **4. Planning Policies and Standards**

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 West London Waste Plan (2015)  
 The London Plan (2021)

Material Considerations:

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

#### **Local Plan Designation and London Plan**

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

Part 2 Policies:

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment



DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H2	(2021) Small sites
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF9	NPPF 2021 - Promoting sustainable transport

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- Not applicable

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

25 neighbouring properties were consulted on 24th May 2021. The consultation period expired on 15th June 2021. 23 objections were received, and their comments are summarised as follows:

- Loss of light
- Loss of privacy and overlooking
- Intrusive form of development
- Out of keeping with the surrounding area
- Inappropriate density levels
- Lack of three bedroom units (family sized units)
- Harm to the character, appearance and visual amenities of the area
- Noise and disturbance generated by the communal amenity space
- Insufficient on-site parking provision
- Street parking pressure on Joel Street and the surrounding roads
- Congestion
- No visitor or disabled parking provided
- Highway safety concerns
- The 18 flats at No.192 Joel Street have 8 garages and 20 car parking spaces
- The possible CPZ extension in Northwood Hills will push cars to park on Joel Street
- The previous application was refused (ref: 22642/APP/2020/3181)

A petition against the application with 63 signatories was received by the Council.

Ruislip Northwood and Eastcote Local History Society: "The Ruislip Northwood and Eastcote Local History Society opposed the previous application for this site which was refused in March 2021. We can see little which has changed in this new application apart from the development containing one less flat. It still represents an over development of the site and it will look out of place in a suburban residential street consisting of predominately two storey houses. We are concerned that if approved it will create a precedent for further inappropriate development along Joel Street. Therefore we request that the application be refused."

Planning Officer Response: Material planning considerations raised are addressed in the following sections of this Committee Report.

### **Internal Consultees**

#### **COUNCIL'S POLICY OFFICER:**

The proposed development involves the loss of a detached family dwelling and its replacement with 8 dwellings in the form of a block of flats.

Policy DMH 4 (Residential Conversions and Redevelopment) of the LPP2 states that the redevelopment of dwellings into new blocks of flats will only be permitted where:

- it is on a residential street where the proposal will not result in more than 10% of properties being redeveloped into flats;
- On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road for assessment purposes;
- the internal floor area of the original building to be converted is at least 120 sqm.

The onus is on applicants to demonstrate that the proposal would not result in more than 10% of properties on the street being redeveloped into flats. The applicant has stated that this policy requirement has been met however it is advised that further evidence of this is provided.

In the case of residential conversions and redevelopments, it is important that the development enhances the local character of the area and it is important to ensure that the increased numbers of dwellings on the site does not lead to increased on-street parking and resultant congestion on roads, reductions in privacy, significant changes to the street scene, and the loss of family accommodation.

The site has a PTAL of 2 but is also in fairly close proximity to Northwood Hills underground station. The applicant is proposing 4 parking spaces however it is advised that the case officer consider the number of dwellings proposed against the need for car parking for potential occupiers, as well as the proposed housing mix and how this impacts on parking requirements.

The applicant is proposing that replacement family accommodation helps alleviate the potential loss of family accommodation.

Policy DMH 6 (Garden and Backland Development) states that there is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity. The policy goes on to state that in exceptional cases a limited scale of backland development may be acceptable, subject to the following criteria:

- neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided; and
- vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable; and
- development on backland sites must be more intimate in mass and scale and lower than frontage properties; and
- features such as trees, shrubs and wildlife habitat must be retained or re-provided.

The London Plan (2021) outlines in Policy H10 (Housing size mix) that schemes should generally consist of a range of unit sizes and sets out a number of factors which should be considered when determining the appropriate housing mix on a particular scheme. This includes local evidence of need. Policy DMH 2 of Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. Paragraph 4.6 outlines that there is a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties.

In terms of factors specific to a site, Policy H10 also includes a need to consider, the mix of uses in the scheme, the range of tenures in the scheme and the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity.

Family housing is defined within the glossary of the London Plan and outlines it must generally be of a size that has three or more bedrooms. It is worth noting that the Secretary of State directed changes to Policy H10, in order to address the need for new family housing, to prevent families from being forced to move outside of London. These changes are incorporated into the new London Plan (2021).

The proposal consists of the following housing mix:

- 1 No. Studio
- 4 No. 1 Bedroom Dwellings
- 2 No. 2 Bedroom Dwellings
- 1 No. 3 Bedroom Dwelling

The site has a PTAL of 2 but is also relatively close to Northwood Hills underground station. In a location such as this a higher number of 3+ bed dwellings would normally be expected to meet local needs. It is however accepted that the need to provide adequate parking and amenity space, as well as respecting neighbouring residential amenity may impact on the ability to provide more family housing. The applicant must however demonstrate that they have sought to maximise family

housing provision and respond to local needs, and where the applicant is unable to provide a sufficient number of family sized units they must clearly demonstrate in their submission why this is the case. This may include reasons relating to site specific constraints as mentioned above.

As stated in Policy DMHB 18 (Private outdoor amenity space), all new residential development is required to provide good quality and useable private outdoor amenity space. Amenity space should be provided, per dwelling, in accordance with the minimum standards set out in table 5.3 of the LPP2 DMP.

The applicant has stated in their Design and Access Statement that they are proposing adequate private amenity space for the 3 ground floor flats, including the family dwelling, by proposing 3 private gardens ranging from 30sqm to 76sqm. This would meet policy requirements. The 5 flats on the first and second floor however only provide 6sqm private terraces which means these flats fall below the minimum private amenity space policy requirements. The applicant has proposed 475 sqm of communal amenity space in addition to this, however as stated in paragraph 5.70 of the LPP2, the Council is keen to improve the quality of housing in the Borough and therefore communal provision of private outdoor space is generally not supported unless there are strong planning reasons and the proposed scheme is of high quality with clear planning merits. It is advised that the applicant demonstrate their case for preferring communal over sufficient private amenity space that meets policy requirements for the first and second floor flats, detailing any site constraints and design and other considerations which may limit the amount of private amenity space that can be proposed for the first and second floor flats.

All dwellings should meet or exceed the internal space standards set out in Table 5.1 and provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.

Planning Officer Response: The comments from the Council's Policy Officer are duly noted. However, Policy DMH 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies is not considered to be applicable in this instance given that the proposed development does not constitute a form of garden or backland development.

#### COUNCIL'S ACCESS OFFICER:

Having reviewed this application, it is clear that step free access to the proposed dwellings above ground floor would not be possible for wheelchair users and other persons unable to use a staircase. Paragraph 3.7.6 of the 2021 London Plan recognises that the application of M4(2), which requires lift access (a step free approach to the principle private entrance), may have particular implications for developments of four storeys or less where historically the London Plan may not have not required a lift. Local Planning Authorities are therefore required to ensure that dwellings accessed above or below the entrance storey in buildings of four storeys or less have step-free access. Unless the applicant submits a clear, well evidenced and compelling case to the LPA as to why lift access cannot be provided, the application should not be supported on the grounds of non-compliance with the 2021 London Plan policy D7.

Planning Officer Response: Section 7.9 of the Planning, Design and & Access Statement provides robust justification as to why a lift access cannot be provided. Please refer to the section of this Committee Report titled 'Disabled Access' for further details.

#### COUNCIL'S TREES AND LANDSCAPE OFFICER:

This site is occupied by a substantial two-storey dwelling on a double width plot located on the east side of Joel Street, close to the junction with Middleton Drive. The deep front garden has almost totally been hard paved to provide parking and manoeuvring space for cars. According to the aerial

photographs the back garden is largely laid to grass with a couple of outbuildings. There are no TPO's or Conservation Area designations affecting the site.

This submission follows the refusal of application ref. 22642/APP/2020/3181. No trees or other landscape features of merit will be affected by the proposal. The proposed layout indicates an improvement to the local streetscape with a reduced size car park and soft landscape enhancement of the front boundary. Bin storage is indicated in the front garden. This should be set back from the front boundary and screened. The site layout indicates external amenity space in the form of private gardens for the ground-floor residents, with a generous shared back garden for the use of all residents, incorporating secure cycle storage. The back garden should be designed and set out to be accessible, robust and attractive for shared use as a communal garden. No objection subject to conditions RES9 (parts 1,2,4 and 5).

#### COUNCIL'S HIGHWAYS OFFICER:

It is proposed to provide 8 residential flats comprised of 1 studio, 4x1, 2x2 & 1x3 bedroom units. The maximum standard requires 0.5 of a space for the studio, 1-1.5 spaces per unit (for flats up to a scale of 2 bedrooms) with 2 spaces per flat for the larger 3-bedroom unit. Hence a quantum of between 9-12 spaces would be expected on-site to comply with the adopted parking standard. The proposed quantum of 4 spaces therefore falls below this requirement.

In contrast for a PTAL rating of 2, the recently adopted London Plan (LP 2021) parking standard demands up to 0.75 spaces per unit (up to 2 bedrooms) and up to 1 space for the 3 bedroom flat which would result in a lesser total requirement of 6 spaces. Therefore, on balance, as the difference between the regional LP 2021 requirement and actual provision is marginal, the 4-space provision is considered borderline acceptable.

In line with the London Plan (2021), within any final parking quantum there is a requirement for a 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions. This would equate to 1 EVCP allocated for 'active' provision with the remaining 3 spaces designated as 'passive' provisions. The applicant confirms this level and type of provision. There are no further observations.

In accordance with the Council's parking standard - 10% of parking spaces should be disabled compliant equating to 1 space. This is not indicated on the plans but the applicant confirms that one of the bays can be converted when future demand arises. This arrangement is therefore considered acceptable.

In terms of cycle parking there should be a provision of 1 secure and accessible space for each of the 1-2 bedroom flats with 2 spaces for the 3 bedroom unit (totalling 9 spaces) in order to conform to the adopted borough cycle parking standard. 16 suitably located spaces are proposed (14 long & 2 short stay) which exceeds the standard but is considered acceptable given the associated benefits with encouraging this mode of sustainable travel especially given the low PTAL. It is expected that the spaces would be appropriately allocated to the relevant residential units.

The existing single carriageway crossing would be made redundant and the new site layout would demand a new 'central' access and carriageway crossing on Joel Street. In terms of dimension and positioning, the proposal conforms to the Council's 'Domestic Vehicle Footway Crossover' Policy. It is highlighted that once the existing access point is extinguished it will be necessary to reinstate raised kerbing on the public footway in order to maintain footway/roadway continuity. Final provisions would be arranged and implemented post-permission at the applicant's expense via a formal/legal agreement i.e. under s184 of The Highways Act 1980 or suitable alternative arrangement.

In highway safety terms, effort should be made to maintain a relatively low frontage wall treatment onto Joel Street in order to help ensure 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 Joel Street itself. In order to assist with improving sight-lines at the new site entrance for vehicles and pedestrians, it is therefore recommended that the front boundary wall height should not exceed 0.6m for at least 1-2m on either side of the new opening in order to achieve the aim of satisfactory visibility. This aspect can be secured via planning condition. There are no further observations made on this aspect.

The proposal would marginally increase traffic generation from the site as compared to the existing single dwelling unit. However peak period traffic movement into and out of the site is not expected to produce more than 2-3 additional vehicle movements during the peak morning and evening hours hence this uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Refuse collection will continue to be conducted via Joel Street. In order to conform to the Council's 'waste collection' maximum distance collection parameter of 10m i.e. distance from a refuse vehicle to the point of collection, arrangements should ensure that waste bin storage is positioned at a collection point within this set distance. In addition, the maximum carrying distance from each flat should not exceed 30m. A specific bin store location is depicted on plan on the site frontage hence the 10m distance parameter from the highway is met. There are no further observations.

A full and detailed Construction Logistic Plan will be a requirement given the constraints and sensitivities of the local residential and main road network in order to minimize/avoid potential detriment to the public realm. It will need to be secured under a suitable planning condition.

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 Plan Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

Policy DMH 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the net loss of existing self-contained housing will be resisted unless the housing is replaced with at least equivalent residential floorspace.

Policy DMH 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that residential conversions and the redevelopment of dwellings into new blocks of flats will only be permitted where:

- i) it is on a residential street where the proposal will not result in more than 10% of properties being redeveloped into flats;
- ii) On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road for assessment purposes;
- iii) the internal floor area of the original building to be converted is at least 120 sqm; and
- iv) units are limited to one unit per floor for residential conversions.

Paragraph 4.11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the redevelopment of dwellings into new blocks of flats can enable more effective use of sites to be achieved. However, this type of development must seek to enhance the local character of the area. In recent years, large concentrations of flats have resulted in a range of problems, including increased on-street parking and resultant

congestion on roads, the loss of front gardens, reductions in privacy, significant changes to the street scene, and loss of family accommodation.

Based on a 1km survey of Joel Street, the proposed redevelopment of the application site into a block of flats would not result in more than 10% of properties being redeveloped into flats. The internal floor area of the original building exceeds 120 square metres, and the loss of its net residential floorspace would be replaced as part of the proposed development. Accordingly, the proposed development complies with Policies DMH 1 and DMH 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

There is no objection, in principle, to the creation of additional residential units in this location in land use terms. This stance would be consistent with that taken in the Committee Report for the refused application under application reference 22642/APP/2020/3181. However, this would be subject to an appropriate density, design, residential amenity and adequate parking provision, and the proposal being in accordance with all of the relevant planning policies and guidance set out in the Development Plan.

The Council is currently able to demonstrate a five-year supply of deliverable housing sites. As such, the "tilted balance" as set out in paragraph 11(d) of the NPPF (2021) is not engaged.

#### HOUSING MIX:

Policy H10 of the London Plan (2021) states that new development should consist of a range of unit sizes.

Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly 3 bedroom properties, as identified in the Strategic Housing Market Assessment 2016.

In accordance with Policy DMH 2 Hillingdon Local Plan: Part 2 - Development Management Policies (2020), developments should demonstrate how the provision of family housing has been optimised, to address local needs. The proposed development would provide 1 x studio flat, 4 x one-bedroom flat, 2 x two-bedroom flat and 1 x three-bedroom flat. Accordingly, one family unit would be provided to replace the existing family unit to be lost as part of the proposal. It is considered that the proposal would consist of an appropriate housing mix in accordance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy H10 of the London Plan (2021).

### **7.02 Density of the proposed development**

Policy D3 of the London Plan (2021) states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. In other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2 of the London Plan (2021) which states that Boroughs should proactively support well-designed new homes on small sites below 0.25 hectares in size.

Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2, which recommends a density range of 108-264 habitable rooms/hectare and 35-80 units/hectare for sites within 800m of a town centre with a PTAL rating of 2.

The site is located within 800m of a town centre and has a PTAL rating of 2. Based on a total site area of 0.11 hectares, the proposed scheme would have a density level of 72 units/hectare and 173 habitable rooms/hectare. The proposed density levels falls within the recommended density range set out in Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Notwithstanding the above, it is considered that what is of greater significance to the determination of this application is the local contextual factors. The key consideration is therefore whether the development would acceptably integrate with the character and appearance of the locality and would respect residential amenity considerations, rather than the consideration of the density of the proposal. Please refer to the other sections of this Committee Report which assess these planning considerations in further detail.

#### **7.03 Impact on archaeology/CAs/LBs or Areas of Special Character**

Not applicable to this application.

#### **7.04 Airport safeguarding**

Not applicable to this application.

#### **7.05 Impact on the green belt**

Not applicable to this application.

#### **7.07 Impact on the character & appearance of the area**

Paragraph 126 of the NPPF (2021) seeks the creation of high quality, beautiful and sustainable buildings. Parts b) and c) of paragraph 130 of the NPPF (2021) states that planning policies and decisions should ensure that developments are visually attractive as a result of good architecture and are sympathetic to local character and history, including the surrounding built environment.

Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be a high quality and to enhance the local context and be delivering buildings and spaces that positively respond to local distinctiveness.

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012) states that all new developments should achieve a high quality of design in all new buildings and the public realm contributes to community cohesion and a sense of place.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all development will be required to be designed to the highest standards and incorporate principles of good design. Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) advises that development should be well integrated with the surrounding area.

The section of Joel Street in which the application site is located is predominately defined by two-storey dwellings. The properties on the eastern side of Joel Street are characterised by their front bay windows and many of which have their original hipped roof profiles intact. Thus, creating a degree of uniformity between the properties when viewed from the public domain. Further, these neighbouring properties are set-back from the highway with low level brick walls and soft landscaping which adds to the suburban feel of



the area.

The existing property at the application site is individual in that it does not respect the established front building line, or share the same architectural style of its immediate neighbouring properties. However, its significant set-back from the highway and set-in from the side boundaries, coupled with its central shallow pitched roof, helps to ensure that it does not appear overly dominant or cramped within its setting.

The proposed building measures approximately 17 metres wide, 17.1 metres deep (at the deepest point) and 8.5 metres high. It is considered that the size, design, scale and massing of the building would result in an imposing and obtrusive building which would appear unacceptably prominent and overbearing when viewed from the street scene on Joel Street.

The design of the building with an excessively large flat roof section would give rise to a bulky form of development which would visually dominate the street scene. Furthermore, the introduction of glazing in the front roof projections of the building would appear unduly incongruous and would be in stark contrast to the more simple tiled roof forms of the front projections found on neighbouring residential properties.

The rear elevation of the proposed building includes a central crown roof rear projection, three first floor terraces, three rear dormers (two of which would have balconies) and various window/doors openings. It is considered that the cumulative impact of these features results in a poorly articulated building. Although it is accepted that the rear elevation would not be visible from the street scene, it would still be highly noticeable from neighbouring properties. The poor design of the building, coupled with its excessive size, scale and massing, would have a harmful effect on the character and appearance of the locality.

It is acknowledged that No.167 contains a two storey side extension with a crown roof. However, the flat centre of this roof is relatively small in scale and is not overly visible from the street scene. The crown roof profile on this neighbouring extension is not comparable to the proposed development. It should therefore not be used to justify a proposal which would have a negative impact on the street scene, such as the subject proposal.

It is noted that design cues have been drawn from neighbouring properties, as evidenced by the proposed front projections and window detailing. The height of the proposed building would be similar to the neighbouring properties at Nos. 167 and 171. Also, the proposed building would be positioned closer towards the established front building line than the existing property. However, it is considered these factors alone would not adequately mitigate the significant harm caused by the proposal as identified above.

For the above reasons, the proposed development would have a detrimental effect on the character, appearance and visual amenities of the existing street scene on Joel Street and the surrounding area. The proposal, therefore, conflicts with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 11 and 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies D1, D3 and D4 of the London Plan (2021) and the NPPF (2021).

The proposal seeks to erect a 2.1 metre high boundary treatment along the site frontage (i.e. 1.6 metre high railings atop of a 600mm wall). The proposed 2.1 metre high front boundary treatment would be a highly intrusive feature within the street scene, and out of

character with the more open frontage of neighbouring properties which are characterised by low level walls and soft landscaping. Nevertheless, it is considered that if the application were being recommended for approval, a revised front boundary treatment could be secured by way of planning condition.

## **7.08 Impact on neighbours**

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that: B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that: "The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

The existing building at the application site sits significantly deeper into its plot than the respective neighbouring properties at Nos. 167 and 171 Joel Street. Consequently, the rear building of the existing building projects beyond the rear elevation windows at Nos. 167 and 171 by approximately 15.7 metres at ground floor level and 11.7 metres at two storey level (at the deepest points).

The proposed building would be positioned further towards the site frontage than the existing building. It would have a similar ridge height to the neighbouring properties at Nos. 167 and 171 Joel Street. The proposed building would be in general alignment with the front building line at No.171, and set behind the front build line of No.167 by approximately 0.6 metres. It is therefore considered that the proposal would not result in a loss of outlook for the front elevation windows of the neighbouring properties at Nos. 167 and 171.

To the rear, the main wall of the proposed building would project beyond the first floor rear windows at No.167 by 3.4 metres and would be in general alignment with the main rear windows at No.171. Although the central rear wing would project 4.8 metres from the main rear wall of the proposed building, this element would be set-in from the mutual boundaries shared with Nos. 167 and 171 by 6.2 metres. The proposed single storey rear element would have a depth ranging between 3.5 to 6.5 metres (the maximum depth being set-away from the side boundaries). When comparing this proposed relationship to the existing situation, it is considered that the proposal would not result in an unreasonable loss of outlook from the rear elevation windows at Nos. 167 and 171 and their associated private amenity spaces.

The Committee Report for application reference 22642/APP/2020/3181 states that, "There are side facing windows at both of the neighbouring houses that would be affected by the

proposal, however it would appear that these are non habitable or secondary windows with the primary windows located to the front and rear of the house. As such it is considered that moving the built form closer to the side elevations of these dwellings is unlikely to result in harm to the residential amenity of their occupants in terms of loss of light or outlook." It should be noted that the development considered under application reference 22642/APP/2020/3181 was larger in footprint and had a deeper rear projection than this current scheme. On this basis, it is considered that the current proposal would not materially impact the level of outlook and light received by the side windows at Nos. 167 and 171.

A Daylight, Sunlight and Overshadowing Assessment was submitted with the previously refused application (Ref: 22642/APP/2020/3181). The Assessment concluded that while there would be some reduction in daylighting to the windows/rooms of the neighbouring buildings, the overall daylight levels obtained in these rooms would be within the acceptable limits set out within the BRE Guidelines. In respect to sunlight, the assessment concluded that despite some reductions seen in the number of probable sunlight hours enjoyed by windows/rooms of neighbouring buildings, the rooms would still receive a level of annual probable sunlight hours, within the limits prescribed by the BRE Guidelines as being acceptable. Furthermore, the assessment of the sunlight available to the neighbouring amenity areas indicated that all the amenity area would experience no change to the sunlight levels they currently enjoyed. Having regards to these results, it is considered that this current proposal, which is smaller in footprint and depth than the previous scheme, would not give rise to an unacceptable loss of daylight and sunlight for neighbouring occupiers.

The Committee Report for application reference 22642/APP/2020/3181 raised no objection to the introduction of balconies to the rear elevation of the property, subject to privacy screens being secured by condition. The same stance would have been applied to this current application, had it been recommended for approval. A condition would have been secured requiring all the ground floor bathroom side windows to be obscure glazed and non-opening up to 1.8 metres of the finished floor level. Also, a condition would have been secured requiring the side window serving the open plan kitchen/living room of Unit 6 to be obscure glazed and fixed shut. Given that this window is a secondary window, it is considered that a condition of this nature would not prejudice the overall quality of living conditions for the future occupants of Unit 6. Subject to such conditions, it is considered that the proposal would not result in an unreasonable loss of privacy or overlooking for the neighbouring occupiers at Nos. 167 and 171.

Due to their separation distance and orientation, it is considered that the proposed development would not adversely impact upon the residential amenities of Nos.1, 1a and 3 Middleton Drive, in terms of light, outlook, privacy, overbearing impact or otherwise.

Whilst there would be some potential for increased levels of on-site activity to generate noise and disturbance, the site would nevertheless continue to be used in an exclusively residential capacity. The provision of proposed flats is not considered to lead to such a significant change in the local noise environment to warrant a refusal on this basis. As such, it is considered that the proposal would not cause harm to neighbouring living conditions, in terms of noise and disturbance.

The concerns raised by neighbouring residents have been duly noted. However, having regard to the above, it is considered that the proposal would not cause unreasonable harm to the living conditions of neighbouring occupiers, in compliance with Part B) of

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020). However, this does not outweigh the harm caused to the character and appearance of the area as identified in the previous section of the Committee Report.

## **7.09 Living conditions for future occupiers**

### **INTERNAL AMENITY SPACE PROVISION:**

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. The space standards set out in Table 5.1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) are the same as those found in Table 3.1 of the London Plan (2021).

Policy D6 of the London Plan (2021) sets out the minimum internal floor space standards required for residential developments in order to ensure that there is an adequate level of amenity for future occupants. Table 3.1 of Policy D6 of the London Plan (2021) states that:

- A studio flat with a shower room should provide a gross internal area (GIA) of at least 37 square metres;
- A one storey dwelling with 1 bedroom, 2 person occupancy should provide a GIA of at least 50 square metres;
- A one storey dwelling with 2 bedrooms, 3 person occupancy should provide a GIA of at least 61 square metres;
- A one storey dwelling with 3 bedrooms, 6 person occupancy should provide a GIA of at least 95 square metres.

The proposed development would provide the following:

#### **Ground floor level:**

Unit 1 - 3 bedroom 6 person occupancy measuring 100 square metres

Unit 2 - 1 bedroom 2 person occupancy measuring 50 square metres

Unit 3 - 1 bedroom 2 person occupancy measuring 51 square metres

#### **First floor level:**

Unit 4 - 2 bedroom 3 person occupancy measuring 64 square metres

Unit 5 - Studio flat with a shower room measuring 37 square metres

Unit 6 - 2 bedroom 3 person occupancy measuring 65 square metres

#### **Second floor level:**

Unit 7 - 1 bedroom 2 person occupancy measuring 50 square metres

Unit 8 - 1 bedroom 2 person occupancy measuring 50 square metres

As demonstrated above, all the proposed flats would meet the minimum space standard requirement set out in Policy D6 of the London Plan (2021). All the proposed bedrooms would exceed the minimum floor area standards set out in the Technical housing standards - nationally described space standard (2015).

Since the refusal of planning application reference 22642/APP/2020/3181, the layout of the proposed development has been revised. Under this current proposal, the habitable rooms would be served by primary windows fitted in either the front or rear elevations of the building, thus providing future occupiers with a reasonable level of natural light and outlook.

It is noted that a secondary window serving the open plan kitchen/living room of Unit 6 is being proposed in the side (south) elevation. As stated above, if planning permission were to be granted, this window would have been conditioned to be obscure glazed and fixed shut (as per the annotation on the submitted floor plan). A condition of this nature would not prejudice the overall quality of internal amenity space for the future occupants of Unit 6, due to the open plan kitchen/living room containing primary rear elevation windows.

Whilst the front elevation windows of Units 1 and 2 would face towards the on-site car park, there would be soft landscaping up to 3 metres in depth to the front of these particular windows which would serve as defensible space. This would help to alleviate the impact of the on-site car parking when viewed from the proposed front elevation windows. As such, it is considered that the future occupants of Units 1 and 2 would be afforded with an adequate degree of outlook.

On the above basis, it is considered that the proposed development would provide satisfactory internal living conditions for future occupants, in accordance with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy D6 of the London Plan (2021).

#### EXTERNAL AMENITY SPACE PROVISION:

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development and conversions will be required to provide good quality and usable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.3. Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres. Table 5.3 states that:

- Studio and 1 bedroom flats should be provided with at least 20 square metres of private amenity space
- 2 bedroom flats should be provided with at least 25 square metres of private amenity space; and
- 3 bedroom flats should be provided with at least 30 square metres of private amenity space.

Paragraph 5.70 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states:

"Dwellings on upper floors should all have access to a private balcony or terrace, where this is consistent with the overall design of the building. Houses and ground floor flats should have private gardens. The Council is keen to improve the quality of housing in the Borough and therefore communal provision of private outdoor space is generally not supported unless there are strong planning reasons and the proposed scheme is of high quality with clear planning merits."

The proposed development would provide 1 x studio flat, 4 x one-bedroom flats, 2 x two-bedroom and 1 x three-bedroom flat, requiring 180 square metres of external amenity space in total.

Based on Officers' measurements, proposed Units 1 and 2 would have direct access to private amenity space at the rear of the building measuring 42 square metres and 56 square metres respectively. Unit 1 would also have access to a further area of 26 square metres of amenity space to the front of the building. At first floor level, the proposed three flats (i.e. Units 4 to 6) would have terraces measuring 6 square metres each. Likewise,

the second floors (units 7 and 8) would have access to terraces each measuring 6 square metres. Unit 3 on the ground floor would have direct access to a 30 square metre area of amenity space to the front of the building. In addition, all flats would have access to the communal amenity space measuring 462 square metres (this figure excludes the proposed cycle store).

The previous application (reference 22642/APP/2020/3181) was refused in part due to concerns that the development would not provide an adequate level of external amenity for future residents. In particular, the Committee report cited concerns that one of the Units would not have direct access to amenity space. This particular issue is considered to have been addressed in the current application.

It is acknowledged that the proposed development would not be fully compliant with requirements of Table 5.3, in terms of private amenity space provision and it is also questionable as to whether the amenity areas proposed to the front of the building could be considered as 'private' given the open location, adjacent to car parking and visible from the street. However, it is considered that a balanced assessment should be applied in respect to the private amenity space provision afforded to flats, as per the recommendations of paragraph 5.70 of the Hillingdon Local Plan: Part 2 (2020). As stated in the previous section of this Committee Report, the proposed terraces on the upper floors are considered to be unacceptable on design grounds. It would therefore be inappropriate to require the proposed terraces to comply with the private amenity space standards of Table 5.3, as this would necessitate larger terraces which would not be supported by Officers.

Overall, taking into account the proposed provision of private amenity space combined with a substantial amount of communal amenity space - which together would far exceed the total requirement of private amenity space set out in Table 5.3 of the Hillingdon Local Plan: Part 2 Development Management Policies (2020) - it is considered that the development would provide ample outdoor space for future occupiers health and well-being.

Accordingly, the proposed development would provide sufficient quantity and quality of external amenity space to serve the flats proposed, in accordance with the objectives of Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

Paragraph 111 of the NPPF (2021) states 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 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents. Also, that impacts on local amenity and congestion are minimised and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing roads.

Policy DMT5 Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 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 the provision of cycle parking in accordance with Appendix C, Table 1 or, in agreement with the Council.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity.

The previous application (reference 22642/APP/2020/3181) was refused in part due to concerns about the provision of insufficient parking. In the current application, the number of flats proposed has been reduced by one. Additional information has also been provided as part of this application and is considered in the assessment below:

#### PARKING PROVISION:

Appendix C of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that studio flats should be provided with a maximum of 0.5 car parking spaces per unit, 1 and 2 bedroom flats should be provided with 1 to 1.5 spaces, and 3 bedroom flats should be provided with a maximum of 2 spaces per unit. Based on this, the proposal for 1 x studio flat, 4 x one-bedroom flats, 2 x two-bedroom and 1 x three-bedroom flat would require a maximum of 9-12 car parking spaces.

It is worth noting that Policy T6.1 of the London Plan (2021) states that development comprising up to 2 bed units in outer London with a PTAL rating of 2 to 3 should provide a maximum of 0.75 car parking spaces per dwelling. Development of 3+ beds in these areas should provide a maximum of 1 car parking space per dwelling. For the proposed development, this would equate to 6 car parking spaces, which is a lesser requirement than the Council's adopted Car Parking Standards.

Based on the Transport for London's WebCAT planning tool, the application site has a PTAL rating of 2 (very poor). It is noted that the submitted Transport Statement suggests that the site would result in an improved PTAL rating of 3 (moderate) when applying transport data from the 2021 PTAL forecast. However, very limited weight is given to this argument. The Annex 3 of the London Plan (2021) clearly states that the pre-calculated PTALS is based on WebCAT (its web-based connectivity assessment toolkit), and that stakeholders will be consulted in advance if TfL refines how PTALs and WebCAT operates.

The proposal includes the provision of four off-street parking spaces to the site frontage. The proposal therefore falls short of the maximum car parking standards required by the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the London Plan (2021). However, in consideration of the potential impact on on-street parking and highway safety, it is recognised that low PTAL scores do not by themselves preclude development. Paragraph 10.6.4 of the London Plan (2021) highlights that consideration should also be given to local circumstances and the quality of public transport provision, as well as conditions for walking and cycling.

In a recent 2021 Appeal Decision relating to 190 Joel Street for a building comprising 8 flats (ref: APP/R5510/W/19/3243953), the Inspector stated the following in respect to parking and highway safety:

"15. The proposal includes the provision of 4 off-street parking spaces to the site frontage. The Council have stated that the development would require 12. However, for 1-2 bedroom flats the parking standards, as set out in Appendix C of the DMP, require a 1-1.5 spaces per unit and 1 space per 2 studio units. On that basis the proposed development would generate a requirement for a minimum of 7 spaces and a maximum of 10 spaces.

16. Joel Street is a classified road and I saw on my site visit that there is a regular flow of traffic in both directions. There were cars parked on-street on both sides of the road though none were parked inappropriately, and it did not appear to be having any adverse impact on the free flow of traffic. Furthermore, there was still a significant level of spare capacity for on-street parking, particularly to the side of the road where the appeal site is located.

17. I appreciate that my site visit provides just a snapshot of the traffic and parking situation in the area though it does appear to reflect the details within the submitted parking survey. There are bus stops in very close proximity to the appeal site and a regular, frequent service which provides connections to the wider area and underground rail network. There are also local services and facilities, including underground rail stations, within reasonable walking and cycling distance of the site which would actively encourage occupiers to reduce their reliance on car use.

18. On the above basis, although the development would not achieve the minimum level of off-street parking provision, the proposal would unlikely lead to harmful impact to on-street parking or congestion and subsequently a harmful impact on the safe use of the highway/impedance to the free flow of traffic. As such there would be no conflict with DMP Policy DMT 6 of the London Plan Policies 6.3 and 6.13 which, amongst other things, seek to ensure that developments achieve an adequate level of parking provision, and where this is not possible, any increased demand for on street parking would not result in any harmful effects on highway safety."

It is considered that the above Appeal case should be afforded a moderate degree of weight given its close proximity to the application site at No.169 Joel Street.

The Transport Statement accompanied with this current application highlights that:

- There are bus stops within 60 metres of the site (No.169) serving access route 282.
- Bus Route H13 is accessible from bus stops situated 350 metres to the north on Joel Street.
- Northwood Hills underground station is located 750 metres to the north of the site on Joel Street and serves access to the Metropolitan Line.
- Two overnight surveys were undertaken on Monday 14th September and Tuesday 15th September 2020 at 04.30am and 3.00am respectively. The surveys were carried out in accordance with the Lambeth methodology (an industry accepted standard).
- The results demonstrate that the average parking stress of unrestricted kerb side parking in the survey area was 58% with an average of 58 cars parked in the 100 safe and legal available spaces, leaving 42 unrestricted parking opportunities free.
- On Joel Street, 40 unrestricted kerb side spaces were present with an average of 8 vehicles parked leaving 32 available spaces. This equates to a parking stress level of 20%.
- The results of the parking surveys demonstrate that the unrestricted kerb side parking of 58% is not currently close to a level where parking is deemed to be overly high or problematic.



The concerns raised by neighbouring residents about parking stress have been duly noted. Whilst the proposal would fall short by 2 spaces of the London Plan's maximum car parking requirement, a parking survey has been submitted to demonstrate that the car parking demand generated by the development could be accommodated safely on-street. The Council's Highways Officer has reviewed the parking survey results and has not disputed these findings. The Council is not in possession of any substantive evidence to demonstrate that the future residents choosing to park on surrounding street would lead to unacceptable levels of congestion or harm to highway safety. Moreover, given the site's location within walking and cycling distance of trains and buses, this is likely to reduce future occupants dependence on private motor vehicles (as highlighted by the Inspector in the Appeal Decision letter relating to No.190 Joel Street).

Taking all the above factors into account, it is considered unlikely that the proposal would generate such a significant increase in demand for road parking that its effects would result in harm to highway safety or the efficient working of the local highway network.

#### VEHICLE ACCESS:

The proposed development would remove the existing dropped kerb serving the site and this would be replaced by a new 'central' dropped kerb on Joel Street. The Council's Highways Officer has commented that, in terms of dimensions and positioning, the proposed dropped kerb conforms to the Council's 'Domestic Vehicle Footway Crossover' Policy.

However, the Highways Officer has highlighted that once the existing dropped kerb is extinguished it would be necessary to reinstate it to raised kerbing in order to maintain footway/roadway continuity. Final provisions would be arranged and implemented post-permission at the applicant's expense via a formal/legal agreement i.e. under s184 of The Highways Act 1980 or suitable alternative arrangement. If planning permission were to be granted, an informative would have been secured to advise the applicant about this matter.

In order to maintain inter-visibility sight-line requirements between vehicles leaving the site and vehicle and pedestrian road users on Joel Street, the Highways Officer has recommended that any front boundary wall should not exceed 0.6 metres in height. The proposed block plan shows visibility splays 2.4 metres by 2.4 metres at the back of the footway and on both sides of the proposed dropped kerb with the front boundary wall not exceeding 0.6 metres in this area. This pedestrian visibility splay is considered to be acceptable and would have been secured by condition, if this application had been recommended for approval.

In accordance with the Highways Officer's recommendation, a Construction Logistic Plan would have been secured by condition if this application had been recommended for approval. This is considered to be necessary in order to minimise/avoid potential detriment to the public realm and local highway network.

#### TRIP GENERATION:

The Council's Highways Officer has commented that the proposal would marginally increase traffic generation from the site as compared to the existing single dwelling unit. The peak period traffic movement into and out of the site is not expected to produce more than 2-3 additional vehicle movements during the peak morning and evening hours. This

uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

#### ELECTRIC VEHICLE CHARGING POINTS:

Part G) of Policy T6 and part C) of Policy T6.1 of the London Plan (2021) states that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. Accordingly, one car parking space should be provided with an active electric vehicle charging point and the remaining three car parking spaces should be provided with passive electric vehicle charging infrastructure. If planning permission were to be granted, this would have been secured by condition.

#### ACCESSIBLE PARKING:

In accordance with the Accessible Hillingdon SPD, 10% of car parking spaces must be for blue badge holders (disabled users) which equates to 1 car parking space. Although not indicated on the submitted drawings, a condition would have been secured to ensure that 1 disabled space is provided if this application had been recommended for approval.

#### BICYCLE PARKING:

Appendix C, Table 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires 1 cycle space per studio, 1 or 2 bed unit and 2 cycle spaces per 3 or more bed unit. For the proposed development, this would equate to 9 spaces. The submitted plans show a covered cycle store in the communal rear garden with sufficient capacity to accommodate 14 cycles. There is no objection to the siting or capacity size of the cycle store. However, full details of the dimensions, external finish and design of the cycle store would be secured by condition, in the event of an approval.

Whilst 2 short stay cycle spaces are being proposed, their location to the front of the site is not considered acceptable as they would not be secure or covered. It is also considered that the storing of cycles to the front of the site would lead to visual clutter when viewed from the street scene. Had this application been recommended for approval, a condition would have been secured requiring the short stay cycle spaces to be amalgamated with the cycle store facilities within the communal rear garden.

Subject to the above conditions, it is considered that the proposal would provide secure and accessible cycle parking spaces for future occupants in compliance with Policy DMT 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy T5 of the London Plan (2021).

#### **7.11 Urban design, access and security**

Policy DMHB 15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles.

If planning permission were to be granted, a condition would have been secured requiring security measures details to be submitted to the Council. Subject to such a condition, the proposal would accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

#### **7.12 Disabled access**

## INCLUSIVE DESIGN:

Policy D5 of the London Plan (2021) seeks to ensure development proposals achieve the highest standards of accessible and inclusive design. Policy D7 of the London Plan (2021) requires for at least 10% of dwellings to meet Building Regulation requirement M4(3) 'wheelchair user dwellings', with all other dwelling meeting Category M4(2) 'accessible and adaptable dwellings'.

Paragraph 3.7.6 of the London Plan (2021) states that in exceptional circumstances the provision of a lift to dwelling entrances may not be achievable. In the following circumstances - and only in blocks of four storeys or less - it may be necessary to apply some flexibility in the application of this policy:

- Specific small-scale infill developments (see Policy H2 Small sites);
- Flats above existing shops or garages;
- Stacked maisonettes where the potential for decked access to lifts is restricted.

Paragraph 3.7.7 of the London Plan (2021) states that if it is agreed at the planning stage (for one of the reasons listed above) that a specific development warrants flexibility in the application of the accessible housing standards M4(2) and M4(3), affected dwellings above or below ground floor would be required to satisfy the mandatory building regulations requirements of M4(1) via the Building Control process. M4(2) and M4(3) dwellings should still be required for ground floor units.

It is acknowledged that the proposed building would not contain a lift, which means that the first and second floor flats would only be able to meet Building Regulation M4(1). The site area is less than 0.25 hectares with the proposed building being two-storeys with habitable accommodation within its loft space. Taking this into account, coupled with the nature of the proposed development, it is considered that the proposal would constitute a 'small site' based on the interpretation of Policy H2 of the London Plan (2021). It is therefore considered necessary to assess whether 'exceptional circumstances' exists to warrant flexibility in the application of the accessible housing standards M4(2) and M4(3), as required by the London Plan (2021).

Section 7.9 of the Planning, Design and Access Statement sets out justification as to why the provision of a lift would not be feasible. The key points raised are as follows:

- It would require a significantly larger central core capable of providing both lift and stair access to the upper floors as well as direct access into the rear garden;
- It would significantly reduce the amount of saleable floor area given the lift would extend through all 3 floors and have knock on implications for the unit layouts, sizes, mix and configuration;
- It would add substantial cost (circa £50,000) to the project which would be unreasonable for a scheme of this size;
- It would add a substantial service charge to the building which would ordinarily be shared by a larger number of flats in blocks of over 4-storeys/10 units;
- It would result in a lift overrun projecting above the roofline which is unlikely to be acceptable on design grounds;
- It would undermine the viability of the scheme, which is now only showing a profit on cost of circa 10% (when 15-20% is ordinarily required) owing to the reduction in the number of units/habitable rooms from the originally submitted scheme;
- The cost of providing a lift combined with the knock-on impacts in terms of the loss of saleable floor area and potential loss of unit numbers and/or unit sizes would make the scheme unviable.

Having regard to the above points, and the site specific viability assessment included on page 16 of the Planning, Design and Access Statement, it is considered that sufficient evidence has been provided to demonstrate that a lift would make the development unviable. Moreover, the submitted details demonstrate that a lift would make the service charges unaffordable for the intended residents and would cause significant practical difficulties, in terms of the design and appearance of the proposed building.

The submitted Planning, Design and Access Statement states that the proposed ground floor flats labelled as Units 2 and 3 would meet Building Regulation M4(3). The ground floor three bedroom flat labelled as Unit 1 would meet Building Regulation M4(2). This would have been secured by way of a condition, if planning permission was to be granted. The proposed flats on the first and second floor level would meet the mandatory building regulations requirements of M4(1) via the Building Control process.

Whilst the proposal fails to fully comply with Policy D7 of the London Plan (2021), the submitted evidence demonstrate that it would not be viable or practical for a lift to be installed. It is therefore considered that the proposed development is acceptable in relation to inclusive access considerations.

#### **7.13 Provision of affordable & special needs housing**

Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) states that housing provision is expected to include a range of housing to meet the needs of all types of households, and the Council will seek to maximise the delivery of affordable housing from all sites over the period of the Local Plan. For sites with a capacity of 10 or more units the Council will seek to ensure that the affordable housing mix reflects housing needs in the borough, particularly the need for larger family units. This is supported by Policy DMH 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

The proposal is for less than 10 residential units and does not meet the threshold in order to require affordable housing provision. As such, the proposal is not contrary to Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) and Policy DMH 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

#### **7.14 Trees, landscaping and Ecology**

TREES AND LANDSCAPING:

Policy G1 of the London Plan (2021) states that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that landscaping and tree planting should enhance amenity, biodiversity and green infrastructure. This is supported by Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) which 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.

The application site does not form part of a Conservation Area and is not subject to a Tree Preservation Order. If this application had been recommended for approval, a detailed

landscape scheme would have been secured by condition.

#### ECOLOGY:

Paragraph 174 of the NPPF (2021) states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. This is supported by Policy G6 of the London Plan (2021) and Policy DEMI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

If planning permission were to be granted, a condition would have been secured requiring an ecological enhancement plan to be submitted to the Council for consideration. Subject to this condition, the proposal is considered to accord with Policy DEMI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy G6 of the London Plan (2021) and the NPPF (2021).

### **7.15 Sustainable waste management**

Policy DMHB 11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

The proposed block plan shows that a refuse and recycling store would be located to the front of the building. There is no objection, in principle, to the siting of the store in this location as it would allow for convenient access for both future occupants of the proposed flats and for the crew members of the Council's refuse collection team. The Council's Highways Officer has commented that the location of the refuse and recycling store would conform with the Council's 'waste collection' maximum distance collection parameter of 10 metres, i.e. distance from a refuse vehicle to the point of collection.

The proposed block plan indicates that the store would be constructed of timber and contain a sedum roof. However, full details of the store (including its dimensions, external finishes and design) would have been secured by condition, if planning permission were to be granted. This condition is considered to be necessary to ensure that the structure does not appear as an overly prominent feature when viewed from the street scene.

A typical 660 litre wheelie bin has a width of 1.2 metres, a depth of 0.8 metres and a height of 1.2 metres. However, the proposed pedestrian gate leading to the bin store would only have an opening of 0.9 metres, which is likely to pose some difficulty for the Council's refuse collection crew members, in terms of manoeuvring the bins. If planning permission were to be granted, this matter could be resolved by a suitably worded landscaping condition requiring the width of the pedestrian gate to be increased.

Subject to the above conditions, it is considered that the proposed development would be able to provide a convenient location for the reuse and recycling facilities in accordance with Policy DMHB11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

### **7.16 Renewable energy / Sustainability**

Policy SI 2 of the London Plan states residential development should achieve at least a 10% improvement beyond Building Regulations 2013.

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan targets.

No details of the sustainability credentials of the proposed building or the type of renewable technologies that would be utilised has been provided. However, it is considered that this matter could be resolved by the imposition of a planning condition, if planning permission were to be granted. Also, a condition would be secured requiring the proposed dwellings to achieve as a minimum, a water efficiency standard of no more than 105 litres per person per day maximum water consumption.

Subject to the above conditions, the proposal would be compliant with Policies DMEI 2 and DMEI 10 of the Hillingdon Local Plan: Part 2- Development Management Policies (2020).

#### **7.17 Flooding or Drainage Issues**

Policy SI 12 of the London Plan (2021) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 of the London Plan (2021) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused. Policy DMEI 10 states that development within areas identified at risk from surface water flooding which fail to make adequate provision for the control and reduction of surface water runoff rates will be refused.

The site lies within Flood Zone 1 of the Environment Agency's Flood Risk Map. This means the site is classified as being at low risk and defined as having a less than 1 in 1,000 probability of fluvial and tidal flooding. As such, there are no restrictions on development, including more vulnerable uses such as Use Class C3 (dwellinghouses), in this location, in terms of fluvial and tidal flood risk.

The site lies within a Critical Drainage Area (according to the Council's GIS map). The highway fronting the site is identified as being in an area of surface water flood risk. If planning permission were to be granted, a condition would have been secured requiring the submission of a sustainable water management scheme, that incorporates sustainable urban drainage systems (SuDs), to be submitted to the Council for consideration. Also, the landscaping condition would have been worded in such a manner to ensure that permeable hard surfacing is used for the front forecourt and parking area.

Subject to such conditions, it is considered that the proposed development would not increase the risk of flooding on the site or elsewhere in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

#### **7.18 Noise or Air Quality Issues**

Not applicable to this application.

#### **7.19 Comments on Public Consultations**

Covered in other sections of this Committee Report.

#### **7.20 Planning obligations**

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that to ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

The Council adopted its own Community Infrastructure Levy (CIL) on 1st August 2014. The Hillingdon CIL charge for residential developments is £95 per square metre of additional floor space. This is in addition to the Mayoral CIL charge of £60 per square metre. CIL rates are index linked. The proposal involves the erection of new dwellings and is therefore CIL liable if planning permission were to be granted.

#### **7.21 Expediency of enforcement action**

Not applicable.

#### **7.22 Other Issues**

None.

### **8. Observations of the Borough Solicitor**

#### **General**

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

#### **Planning Conditions**

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

#### **Planning Obligations**

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

#### **Equalities and Human Rights**

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality

of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

#### **9. Observations of the Director of Finance**

Not applicable.

#### **10. CONCLUSION**

For the reasons set out in this report, it is considered that the proposed development would conflict with national, regional and local planning policies and guidance. It is therefore recommended that the application be refused on the grounds set out in section 2 of this Committee Report.

#### **11. Reference Documents**

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)  
The London Plan (March 2021)  
Technical Housing Standards - Nationally Described Space Standard (March 2015)  
Hillingdon Local Plan Accessible Hillingdon Supplementary Planning Document (September 2017)  
Planning Obligations Supplementary Planning Document (July 2014)  
National Planning Policy Framework (July 2021)

**Contact Officer:** Nesha Burnham

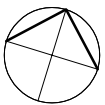
**Telephone No:** 01895 250230



## APPENDIX C

### Proposed Site Plan

M I D D L E T O N      D R I V E



**169 Joel Street, Pinner  
LONDON HA5 2PD**

## PROPOSED SITE LAYOUT

Scale 1:200 at A3

Drawing No. DPR / P21 / 05

Rev. 1

## APPENDIX D

### Manual PTAL Calculation

# MANUAL PTAL REPORT - 2021 FORECAST

**Site Details** 169 Joel Street, Pinner, HA5 2PD

Description: **Standard PTAL calculation**  
Coordinates

Date: 06/06/2022

## Calculation Parameters

Day of Week: M-F  
Time Period: AM Peak  
Walk Speed: 4.8  
Bus Walk Access Time (mins): 8  
BUS Reliability Factor: 2  
LU Max. Walk Access Time (mins): 12  
LU Reliability Factor: 0.75  
Rail Walk Access Time (mins): 12  
Rail Reliability Factor: 0.75

Data			Calculations							
A	B	C	D	E	F	G	H	I	J	K
Mode	Stop	Route	Distance (meters)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	JOEL STREET MIDDLETON DR	282	60	5	0.75	8.00	8.75	3.43	1	3.43
Bus	JOEL STREET/NORWICH ROAD	H13	350	3	4.38	12.00	16.38	1.83	0.5	0.92
LUL	Northwood Hills	'AMRSHM-ALDGT SF	750	2	9.38	15.75	25.13	1.19	0.5	0.60
LUL	Northwood Hills	'ALDGT-AMRSHM S	750	4	9.38	8.25	17.63	1.70	1	1.70
LUL	Northwood Hills	'ALDGT-CHSHM S	750	2	9.38	15.75	25.13	1.19	0.5	0.60
LUL	Northwood Hills	'CRXLY-BKRST S	750	4	9.38	8.25	17.63	1.70	0.5	0.85
LUL	Northwood Hills	'ALDGT-WATFDJ S	750	4	9.38	8.25	17.63	1.70	0.5	0.85
LUL	Northwood Hills	'WATFDJ-BKRST SF	750	2	9.38	15.75	25.13	1.19	0.5	0.60
LUL	Northwood Hills	'BKRST-WATFDJ S	750	2	9.38	15.75	25.13	1.19	0.5	0.60

**Sum of AI's** 10.14

**PTAL** 3

## APPENDIX E

### Lambeth Parking Methodology

## **LAMBETH COUNCIL PARKING SURVEY GUIDANCE NOTE**

### **1. INTRODUCTION AND POLICY BACKGROUND**

Most forms of development have the potential to increase the amount of on-street parking, more commonly known as parking stress. High parking stress can affect highway safety, the free-flow of traffic, amenity, access by emergency services, refuse collection and delivery of goods. Investigation of this impact forms an important part of the Council's analysis of proposed developments and therefore it is essential that enough information is submitted by a developer to allow a full analysis of the issue. An unacceptable increase in parking stress, or the submission of an insufficient level of information, can lead to a recommendation for refusal of a planning application.

Lambeth's policies on parking related to new development are based on the Mayor's London Plan, the Core Strategy and the saved policies of the Council's Unitary Development Plan 2007 (UDP). Developers are particularly advised to read Chapter 6 (London's Transport) of The London Plan, and the policies and standards, particularly Table 6.1 Parking Standards, contained therein. Chapter 6 of The London Plan can be viewed on the GLA's website at the following address:

<http://www.london.gov.uk/shaping-london/london-plan/strategy/chapter6.jsp>

Developers are also advised to read Criteria (f) of Core Strategy Policy S4, and the saved elements of UDP policies 14 and 17, although policy 39 may also be relevant. The Core Strategy and the saved policies of the UDP can be viewed on the Council's website at the following address:

<http://www.lambeth.gov.uk/Services/HousingPlanning/Planning/PlanningPolicy/LDFCoreStrategy.htm>

Ordinarily the Planning Department will not validate a residential planning application without a parking survey. In some cases parking surveys are required for commercial developments as well, depending on the scale and nature of the development. Submitting a survey enables the Council to make an informed decision, within statutory planning timescales, and benefits applicants in obtaining a quick decision.

A developer can propose on-site parking bays up to the maximum stated in Table 6.1 of the London Plan but in areas of high PTAL and within a CPZ a car free development (and permit exempt) would be expected unless acceptable justification is provided. However, even where on-site parking is proposed this may not accommodate all cars generated by a development, so a parking survey may still be required. An assessment of likely car ownership of future occupants can then be undertaken to understand the scale of any overspill parking. The cumulative effect of other consented development in the immediate area will also need to be taken into account when assessing the effect of parking on street.

Advice on whether a survey is required can be obtained from the Council's Transport Planning team by emailing [transportplanning@lambeth.gov.uk](mailto:transportplanning@lambeth.gov.uk) with details of the proposed development. If a survey is not required a written response will be provided confirming this and should be submitted with the planning application.

## **2. UNDERTAKING A SURVEY**

The following guidelines should be followed when undertaking a survey. If these guidelines are not followed the Council may not be able to make a full and proper assessment of the proposal.

### **Residential Developments**

The Council requires a parking survey to cover the area where residents of a proposed development may want to park. This generally covers an area of 200m (or a 2 minute walk) around a site. For further detail see 'Extent of survey' below.

The survey should be undertaken when the highest number of residents are at home; generally late at night during the week. A snapshot survey between the hours of 0030-0530 should be undertaken on two separate weekday nights (ie. Monday, Tuesday, Wednesday or Thursday).

### **Commercial Developments**

Surveys for commercial developments should cover an area within 500m walking distance (or a 5 minute walk) of a site. For further detail, see 'Extent of survey' below. Surveys should generally be done during proposed opening hours on an hourly beat basis.

Excluding the extent and time of the surveys the same principles apply as a survey for a residential development as set out below, but developers should contact the Council for further advice.

### **Survey times**

For sites close to any of the following land uses, additional survey times may be necessary:

- Town centre locations: surveys should be undertaken Monday-Wednesday only.
- Regular specific evening uses close to the site (eg. church, etc): additional surveys should be undertaken when these uses are in operation.
- Commercial uses close to the site: morning and early evening surveys may also be required due to conflict with commuter parking. In these cases surveys between the hours of 0700-0830 and 1800-1900 may be required, noting the amount of parking on a 15-minute basis over this time.
- Railway stations/areas of commuter parking: additional morning and evening peak hour surveys will be required in order to assess the impact of commuter parking. These should be done between 0700-0800 and 1730-1830.

Surveys ***should not*** be undertaken:

- in weeks that include Public Holidays and school holidays and it is advised that weeks preceding and following holidays should also be avoided;
- on or close to a date when a local event is taking place locally since this may impact the results of the survey.

**In some cases, the hours of the survey may need to be extended or amended. Applicants should contact the Council prior to undertaking a survey if there is any doubt.**

## Extent of survey

All roads within 200 metres (or 500m for commercial uses) walking distance of the site. Note this area is **NOT** a circle with a 200/500m radius but a 200/500m walking distance as measured along all roads up to a point 200/500m from the site.

Since people are unlikely to stop half way along a road at an imaginary 200/500m line so the survey should be extended to the next junction or shortened to the previous one, or taken to a suitable location along a road.

The following areas should be *excluded* from surveys:

- If the site is in a CPZ any parking bays in an adjoining CPZ should be excluded.
- If the site lies adjacent to, but not in, a CPZ then all roads in that CPZ should be excluded.
- Areas that fall outside of Lambeth should be excluded.
- Places where drivers are unlikely to want to park, for example:
  - If there is no possibility of parking somewhere within the 200m boundary
  - If drivers would not wish to park in an area, due to perceived safety issues, or difficulty in accessing the parking for example.

Common sense should be applied in all cases and the extent of the survey area and justification for any amendments should be included in the survey. If inadequate justification is provided for a survey area then amendments may be required or a recommendation made accordingly.

## Required Information

The following information should be included in the survey results, to be submitted to the Council:

- The date and time of the survey.
- A description of the area noting any significant land uses in the vicinity of the site that may affect parking within the survey area (eg. churches, restaurants, bars and clubs, train stations, hospitals, large offices, town centres etc).
- Any unusual observations, e.g. suspended parking bays, spaces out of use because of road works or presence of skips, etc.
- A drawing (preferably scaled at 1:1250) showing the site location and extent of the survey area. All other parking and waiting restrictions such as Double Yellow Lines and Double Red Lines, bus lay-bys, kerb build-outs, and crossovers (vehicular accesses) etc should also be shown on the plan.
- The number of cars parked on each road within the survey area on each night should be counted and recorded in a table as shown below. It would be helpful to note the approximate location of each car on the plan (marked with an X).
- Photographs of the parking conditions in the survey area can be provided to back-up the results. If submitted, the location of each photograph should be clearly marked.



### **Areas Within A Controlled Parking Zone (CPZ)**

Only Resident Permit Holder (RPH) Bays and Shared Bays which allow residents parking (these may be shared with Pay-and-Display parking and/or Business Permit Holders) should be counted.

To calculate parking capacity each length of parking bay must be measured and then converted into parking spaces by dividing the length by 5 (each vehicle is assumed to measure 5m) and rounding down to the nearest whole number. For example a parking bay measuring 47m in length would provide 9 parking bays ( $47/5=9.4=9$ ). The capacity of each separate parking bay must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The results should generally be presented in the following format (figures given as an example):

<b>Street Name</b>	<b>Total Length (m) of parking spaces</b>	<b>No. of RPH parking spaces</b>	<b>No. of cars parked in RPH bays</b>	<b>RPH Parking Stress (%)</b>
<b>A Street</b>	<b>350</b>	<b>70</b>	<b>70</b>	<b>100</b>
<b>B Street</b>	<b>250</b>	<b>50</b>	<b>40</b>	<b>80</b>
<b>C Street</b>	<b>150</b>	<b>30</b>	<b>10</b>	<b>33</b>
<b>Total</b>	<b>750</b>	<b>150</b>	<b>120</b>	<b>80</b>

A separate note should be made of any areas where cars can legally park overnight. These are generally Single Yellow Lines or Single Red Lines (SYL/SRL) or short term parking or Pay-and-Display bays (ST). The number of cars parked in these areas should be counted and presented separately.

### **Areas Not In A Controlled Parking Zone (CPZ)**

All areas of unrestricted parking should be counted. To calculate parking capacity each length of road between obstructions (such as crossovers, kerb build-outs, yellow lines, etc) must be measured and then converted into parking spaces by dividing the length by 5 and rounding down to the nearest whole number. For example a length of road measuring 47m in length would provide 9 parking bays ( $47/5=9.4=9$ ). The capacity of each section of road must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The distance between crossovers should be measured in units of 5m. For example, if the distance between 2 crossovers or a crossover and a junction is 12m then only 10m should be counted in the survey, and any space between crossovers measuring less than 5m should be discounted from the calculation. For reasons of highway safety, the first 5m from a junction should also be omitted from the calculation.

**A map or plan showing the measurements used in calculating parking capacity should be supplied so that this can be verified by the Council. The parking survey may not be accepted if this is not supplied.**

The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of kerb space	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked on unrestricted length of road	Unrestricted Parking Stress (%)
A Street	400	350	70	70	100
B Street	300	250	50	40	80
C Street	200	150	30	10	33
Total	900	750	150	120	80

## UNDERSTANDING THE RESULTS

The results of the parking survey will be analysed by the Council in accordance with the London Plan and saved policies in the Council's UDP, any Supplementary Planning Documents produced by the Council in relation to parking, and any other Transport policy guidance produced by the Council, Transport for London, or nationally.

The Council will also take into consideration the impact of any recently permitted schemes in determining the acceptability or not of each proposed development.

Note that stress levels of over 100% stress (or 100% occupancy level) are possible. This is because small cars may need less space than 5 metres to park, meaning that additional cars can be accommodated.

## FURTHER ASSISTANCE

For further assistance or explanation please contact the Council's Transport Planning and Strategy team at the address below

### Spanish

Si desea esta información en otro idioma, rogamos nos llame al 020 7926 2618.

### Portuguese

Se desejar esta informação noutro idioma é favor telefonar para 020 7926 2618.

### Yoruba

Tí ẹ ba fẹ ìmoràn yí, ní èdè Òmíràn, ẹjọ, ẹ kàn wà l'ágogo 020 7926 2618.

### French

Si vous souhaitez ces informations dans une autre langue veuillez nous contacter au 020 7926 2618.

### Bengali

এই তথ্য অন্য কোনো ভাষায় আপনার প্রয়োজন হলে অনুগ্রহ করে ফোন করুন 020 7926 2618.

### Twi

Se woƿe saa nkaeboy yi wo kasa foforo mu a fre 020 7926 2618.

Lambeth Council

### Transport Planning & Strategy

1st Floor Blue Star House

234-244 Stockwell Road

London SW9 9SP

Telephone: 020 7926 9000

Fax: 020 7926 9001

Email: [transportplanning@lambeth.gov.uk](mailto:transportplanning@lambeth.gov.uk)

[www.lambeth.gov.uk](http://www.lambeth.gov.uk)

## APPENDIX F

### Parking Survey Results

P2359: 169 Joel Street, Pinner, HA5 2PD

Table 1 - Parking Stress Calculations Based on The Lambeth Survey Methodology

Road Name	Inventory	Overnight Survey Results								
	Unrestricted	Monday 14th Sep 2020 @ 04:30			Tuesday 15th Sep 2020 @ 03:00			Average		
	Based on 5.0m & End-On Parking	Cars Parked	Free spaces	Parking Stress	Cars Parked	Free spaces	Parking Stress	Cars Parked	Free spaces	Parking Stress
Wyevale Close	12	15	-3	125%	15	-3	125%	15	-3	125%
Reid Close	21	17	4	81%	15	6	71%	16	5	76%
Beatrice Close	7	3	4	43%	5	2	71%	4	3	57%
Joel Street	40	6	34	15%	10	30	25%	8	32	20%
Middleton Drive	20	16	4	80%	14	6	70%	15	5	75%
<b>Totals</b>	<b>100</b>	<b>57</b>	<b>43</b>	<b>57%</b>	<b>59</b>	<b>41</b>	<b>59%</b>	<b>58</b>	<b>42</b>	<b>58%</b>