



Highway Planning Ltd

Highways & Transportation Consultants

Planning Department
Hillingdon Council
Civic Centre
High Street
Uxbridge
UB8 1UW

Ref: 21.135.01

21st September 2021

Dear Sir,

14 DEVON WAY, HILLINGDON, UB10 0JS

I have been instructed by the applicant, to provide highway advice in respect of the proposal to increase the number of lettable rooms at the above property from 6 to 7.

The site is located at the southern end of Devon Way and comprises a former bungalow that was converted to a 6 room HMO over 10 years ago. The property has an area of hardstanding to the front a dropped kerb access that served a previous garage. Devon Way is a residential cul de sac. All of the existing properties have off-road parking facilities and on-street parking is controlled through a combination of single yellow lines and Residents' Permit Parking bays which have been installed as part of a Parking Management Scheme.

The site has a PTAL rating of 2 as illustrated by the attached PTAL report. The site is approximately 380m walking distance from the local shops located on Uxbridge Road between Vine Road and the Crossway. There is a dedicated cycle lane on both sides of the Uxbridge Road dual carriageway. As such, notwithstanding the low PTAL rating, the site is well connected to local facilities by non-car modes of travel.

The proposed development comprises the conversion of roof space to provide a seventh lettable room. The existing vehicle crossover will be removed and a new crossover installed to serve the existing area of hardstanding to allow parking for 2 vehicles. Secure cycle storage will be provided within the rear amenity space of the property.

Policy T6.1 of the London Plan 2021 sets out the parking requirements for residential developments. Criterion E states,

“Large scale, purpose-built shared living, student accommodation and other sui generis residential uses should be car free.”

Following the review of the Use Classes Order that came into effect on 1st September 2020, houses in multiple occupation for more than 7 residents are considered to be sui generis. As such, the addition of a seventh lettable room should not include the provision of additional car parking in order to comply with London Plan policy T6.1E.

Table 10.2 of the London Plan 2021 identifies the minimum cycle parking requirement for developments. The “Sui Generis” category recommends that shared living developments should be treated as studios for the purpose of assessing the level of cycle parking. Table 10.3 identifies that “studios” should be provided with 1 cycle space per unit. The existing HMO does not include specific and secure cycle parking. As part of the proposals a bespoke cycle storage enclosure will be provided that will be suitable to accommodate up to 7 bicycles. This is a benefit to the property overall and exceeds what is required just for the proposed additional room.

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In conclusion, the proposed development will provide a seventh lettable room and, in order to comply with the London Plan, the development should not provide any additional car parking. The site is well located to provide access to public transport and local facilities by walking and cycling (including the dedicated cycle lanes on Uxbridge Road) and to enhance this aspect of the development the proposals include secure cycle storage for all of the residents of the property.

There are no overriding highway reasons why the proposals should not receive planning consent.

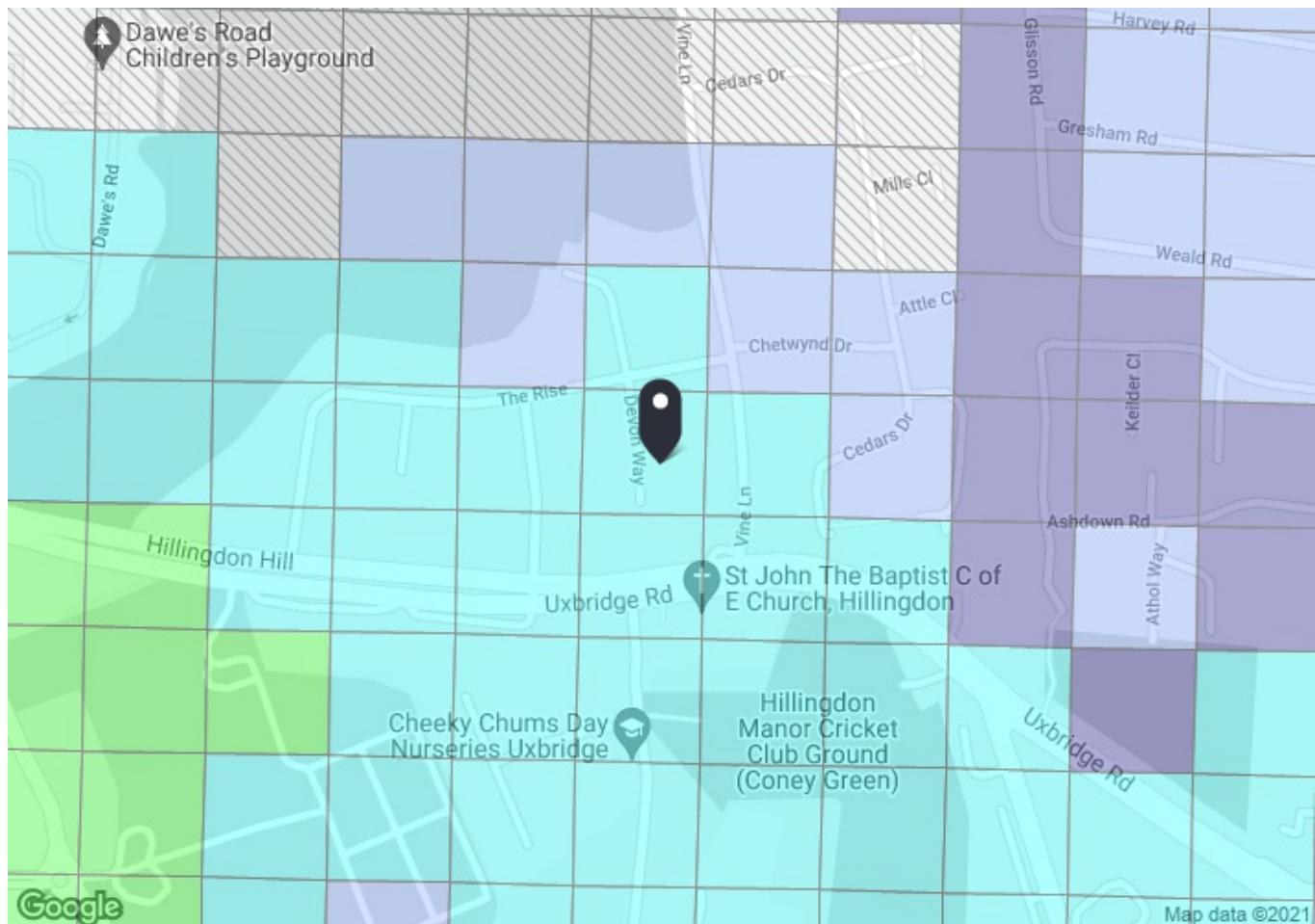
Yours sincerely,

A handwritten signature in black ink, appearing to read "Dermot McCaffery". The signature is fluid and cursive, with "Dermot" on the left and "McCaffery" on the right, connected by a horizontal line.

Dermot McCaffery FIHE MARRM

Director

enc



PTAL output for Base Year	
2	
UB10 0JS Devon Way, Uxbridge UB10 0JS, UK Easting: 506861, Northing: 183032	
Grid Cell: 93288	
Report generated: 21/09/2021	
Calculation Parameters	
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key- PTAL	
0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	
Map layers	
 PTAL (cell size: 100m)	

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HILLINGDON HILL RED LION	A10	370.3	4	4.63	9.5	14.13	2.12	0.5	1.06
Bus	HILLINGDON HILL RED LION	427	370.3	7.5	4.63	6	10.63	2.82	1	2.82
Bus	HILLINGDON HILL RED LION	607	370.3	6	4.63	7	11.63	2.58	0.5	1.29
Total Grid Cell AI:										5.17