



Transport and Parking Statement

Proposed Change of Use to Minicab Controllers Office

Prepared in support of a planning application for the change of use from Class E (Takeaway)
to Sui Generis (Minicab Controllers Office).

48 Windsor Street, Uxbridge, UB8 1AB

Date: 2nd March 2026

Reference: 48WSU-2062

1. Introduction

This Transport and Parking Statement supports a planning application for the change of use of the ground floor premises at 48 Windsor Street, Uxbridge from Class E (Takeaway) to Sui Generis (Minicab Controllers Office).

The proposed operator, All Time Radio Cars Ltd, is an established private hire operator that has been operating in the Uxbridge area for over 30 years. The business previously operated from 46 Windsor Street, immediately adjacent to the application site. The proposal therefore represents the relocation of the existing dispatch office from No. 46 to No. 48 Windsor Street, with no change to the scale or nature of the operation.

The proposal relates solely to a change of use within an existing commercial unit, with no alterations to the building, access arrangements or surrounding highway infrastructure.

2. Policy Context

The proposal has been assessed against the relevant transport policies within the National Planning Policy Framework (NPPF, 2023), the London Plan (2021) and the Hillingdon Local Plan (Part 2 – Development Management Policies).

The NPPF states that development should only be refused on transport grounds where there would be an unacceptable impact on highway safety or severe cumulative impacts on the road network.

The London Plan promotes development in accessible locations with reduced reliance on private vehicles. Policy T1 supports sustainable transport, while Policy T6 recognises that town centre developments may require limited or no on-site parking provision.

At the local level, Policy DMT 2 requires development to avoid adverse impacts on highway safety and traffic flow, while Policy DMT 6 requires parking provision to be appropriate to the scale and nature of development.

The proposed development complies with these policy requirements.

3. Accessibility

The site is located within Uxbridge Town Centre, an area with excellent public transport accessibility.

Uxbridge Underground Station is located approximately 150 metres from the site, providing Metropolitan and Piccadilly Line services to Central London and the wider Underground network.

Several bus stops are located within 120–300 metres walking distance on Vine Street and Uxbridge High Street, served by routes 222, 427, U1, U3, U4, U5, U7, SL8 and N207, providing frequent connections across West London including Heathrow Airport, Hayes, Southall and West Drayton.

4. Parking Provision

The premises does not provide on-site parking; however, substantial public parking is available nearby within Uxbridge Town Centre.

The Pavilions Shopping Centre car parks, located approximately 200 metres from the site, provide over 1,000 parking spaces. Additional parking is available at Vine Street Car Park (approximately 250–300 metres away) and The Chimes Shopping Centre Car Park (approximately 350–400 metres away) which together provide over 2,700 parking spaces within walking distance of the premises.

This level of parking provision is considered sufficient to accommodate any occasional parking demand associated with the proposed use.

5. Operational Characteristics and Trip Generation

The premises will operate as an administrative dispatch office with typically one to two staff members managing bookings received via telephone and digital platforms.

Approximately 95% of bookings are made remotely, meaning that very few customers attend the premises in person.

Private hire drivers operate using a remote dispatch system, remaining within the wider operational area until allocated a booking. Drivers only attend the premises occasionally for administrative purposes.

As the business previously operated from 46 Windsor Street, the relocation to 48 Windsor Street will not introduce additional activity within the area.

The proposed use is therefore expected to generate very limited vehicle movements and significantly fewer trips than the previous takeaway use.

6. Highway Impact

The development does not involve any alterations to existing access arrangements or the surrounding highway network.

The premises will not operate as a taxi rank or driver waiting location, and drivers will not be permitted to queue or wait outside the premises. Drivers visiting the office for administrative purposes will do so briefly and leave immediately afterwards.

Given the minimal vehicle movements associated with the use and the absence of any physical changes to the site, the proposal will not have any adverse impact on highway safety, traffic flow or parking conditions.

7. Conclusion

The proposed change of use represents a low-intensity commercial use with minimal transport impacts.

The proposal effectively involves the relocation of an existing minicab dispatch operation from 46 Windsor Street to 48 Windsor Street, with no change to the operational characteristics of the business.

The site benefits from excellent accessibility by public transport and is located within close proximity to several large public car parks. The operational model ensures that drivers operate remotely and do not wait outside the premises.

The development will therefore not generate significant traffic or parking demand and is considered acceptable in transport and parking terms, in accordance with the NPPF, the London Plan and the Hillingdon Local Plan.