



Highway Planning Ltd

Highways & Transportation Consultants

**98 LANSBURY DRIVE,
HAYES,
MIDDLESEX
UB4 8SD**

AUTO SPARES & TYRES

TRANSPORT STATEMENT

JANUARY 2021

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1.0 INTRODUCTION

- 1.1 Highway Planning Ltd has been appointed by Auto Spares & Tyres to provide highway advice in respect of a change of use of the premises to allow MOT testing.
- 1.2 The current proposals follow the refusal of permission for a similar application in May 2015 (ref: 35212/APP/2015/595).

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

- 2.1 The site is located on the south east corner of the junction between Lansbury Drive and Balmoral Drive. The site comprises a tyre fitting premises with a residential flat. Access is taken from Balmoral Drive.
- 2.2 Lansbury Drive is a local distributor road that links a predominantly residential area to the A4020 Uxbridge Road. Bus stops are located on each side of the junction with Balmoral Drive.
- 2.3 Balmoral Drive is a local distributor road that passes through a residential area. To the east of the junction with Lansbury Drive, Balmoral Drive is subject to a 20mph speed limit.
- 2.4 The crossroads junction of Lansbury Drive and Balmoral Drive provides a local centre at which a number of shops and businesses operate.
- 2.5 The proposed development comprises the change of use of the site from B1c to B2 to allow the site to provide MOT testing. The changes



are predominantly internal and there will not be an increase in floor area.

3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS

- 3.1 The previous planning application was refused for two reasons. The second reason for refusal stated,

“The proposal has not satisfactory demonstrated that sufficient off street parking, manoeuvring and access arrangements would be provided, and therefore the development is considered to result in substandard car parking provision to the Councils approved car parking standard, leading to on-street parking/queuing to the detriment of public and highway safety and contrary to policies AM7 and AM14 of the Hillingdon Local Plan (Saved UDP Policies) and to the Hillingdon's Adopted Parking Standards.”

- 3.2 The highway considerations for the proposed development therefore relate to whether the proposals comply with the Council's car parking standards and whether the proposed site layout can operate in a safe manner.

Parking requirements

- 3.3 Policy DMT6 of the Hillingdon Local Plan Part 2 – Development Management Policies (adopted 16th January 2020) states,

“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.”

- 3.4 The adopted parking standards are included in Appendix C to the DMP document. The standards require a specific level of parking for B1 offices and then all the remaining “B” land uses are grouped together



under one standard which requires at least 2 parking spaces plus one space per 50 to 100sqm. **As such, there is no variation in parking requirements between B1c and B2 uses.**

- 3.5 The proposed change of use from B1c to B2 does not include any change in floor area and therefore, to comply with Policy DMT6 and the adopted parking standards, the proposed development is not required to change its car parking facilities.
- 3.6 In practical terms, the change from a tyre fitting bay to an MOT testing bay will not result in an increase in the number of customers or parking demand.

Site Specific Issues

- 3.7 In assessing the previous planning application, the highway officer was concerned that the existing parking arrangements on the site were congested and that the proposals should provide a more formalised parking layout which should be supported by tracking diagrams. Notwithstanding the fact that the proposals will not require a change in parking facilities to comply with the adopted policy, the applicant is prepared to revise the current on-site layout to achieve the best parking arrangement.
- 3.8 The proposed site layout shows the provision of 4 parking spaces that have been arranged so as to provide as much manoeuvring space as possible. The manoeuvring is illustrated by the tracking diagrams on drawing 21.04 – 001 which also includes the 300mm safety zone (around the swept paths) that was requested by the highway officer during the 2015 application. Whilst Autotrack includes the provision of the 300mm safety zone this is not a usual request made by highway authorities, especially in commercial premises where space for parking and manoeuvring is often at a premium.



- 3.9 The provision of the proposed parking layout will be a significant improvement over the existing parking arrangement.

4.0 CONCLUSIONS

- 4.1 The proposed development comprises the change of use of the site from B1c to B2. The proposals will not increase the floor area of the building.
- 4.2 Policy DMT6 requires developments to comply with the adopted parking standards. Appendix C of the Development Management Policies document requires the same level of car parking for B1c and B2 uses. As such, the proposals do not require any change in parking provision.
- 4.3 The proposed site layout shows a significantly improved parking arrangement with adequate manoeuvring space, notwithstanding the fact that this is not required to make the proposals policy compliant.
- 4.4 Overall, there are no highway related reasons why the development should not receive planning permission.

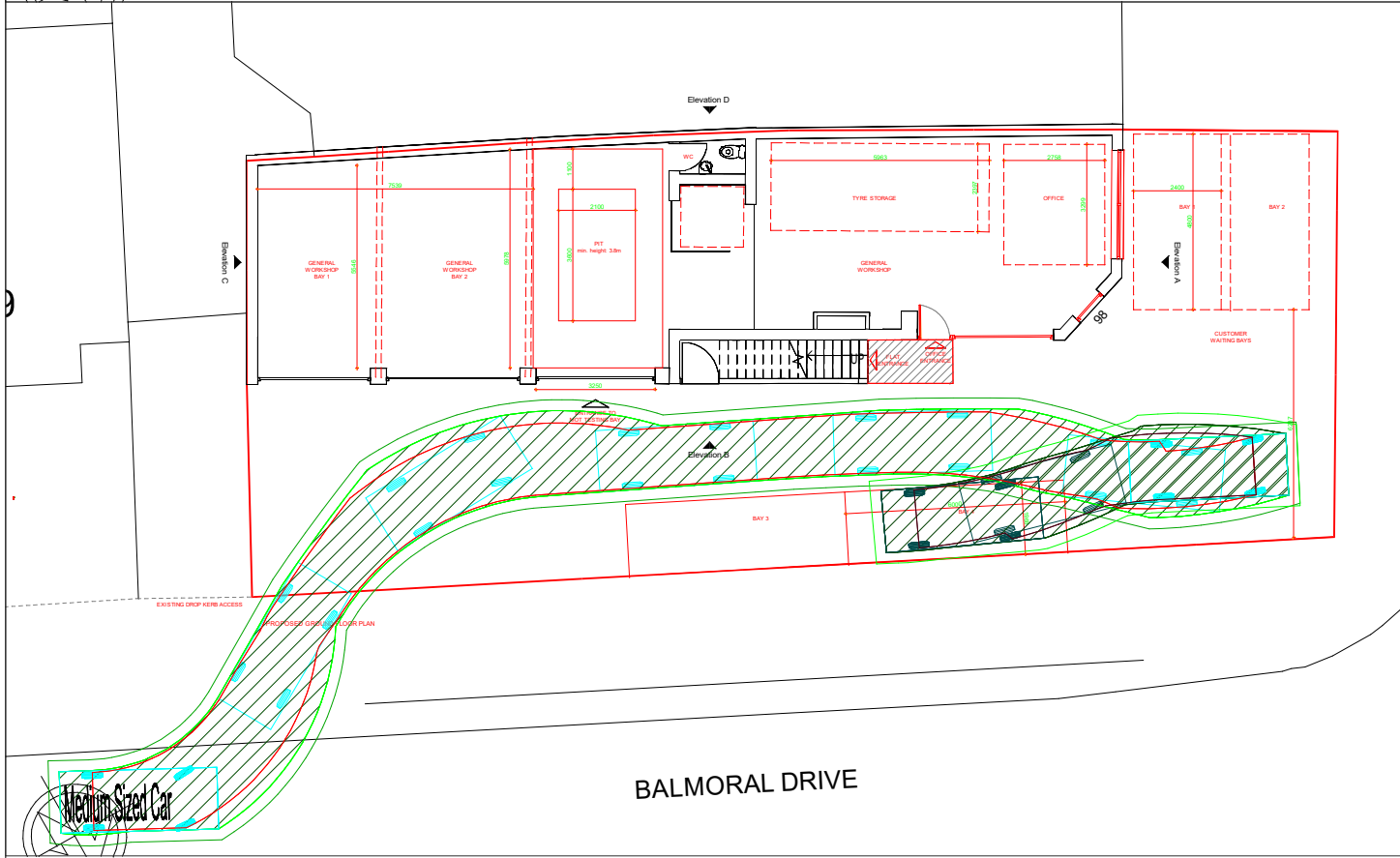
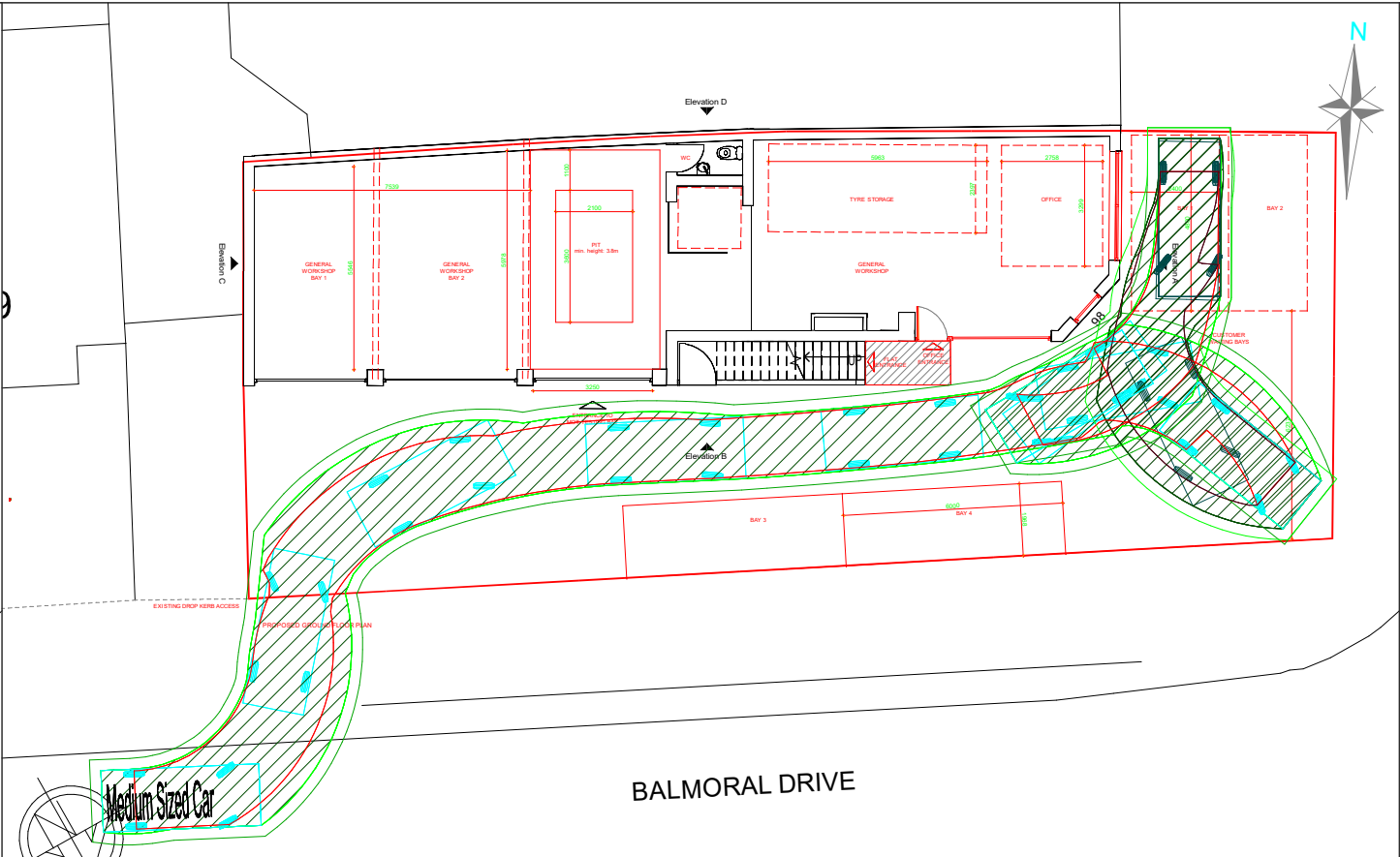
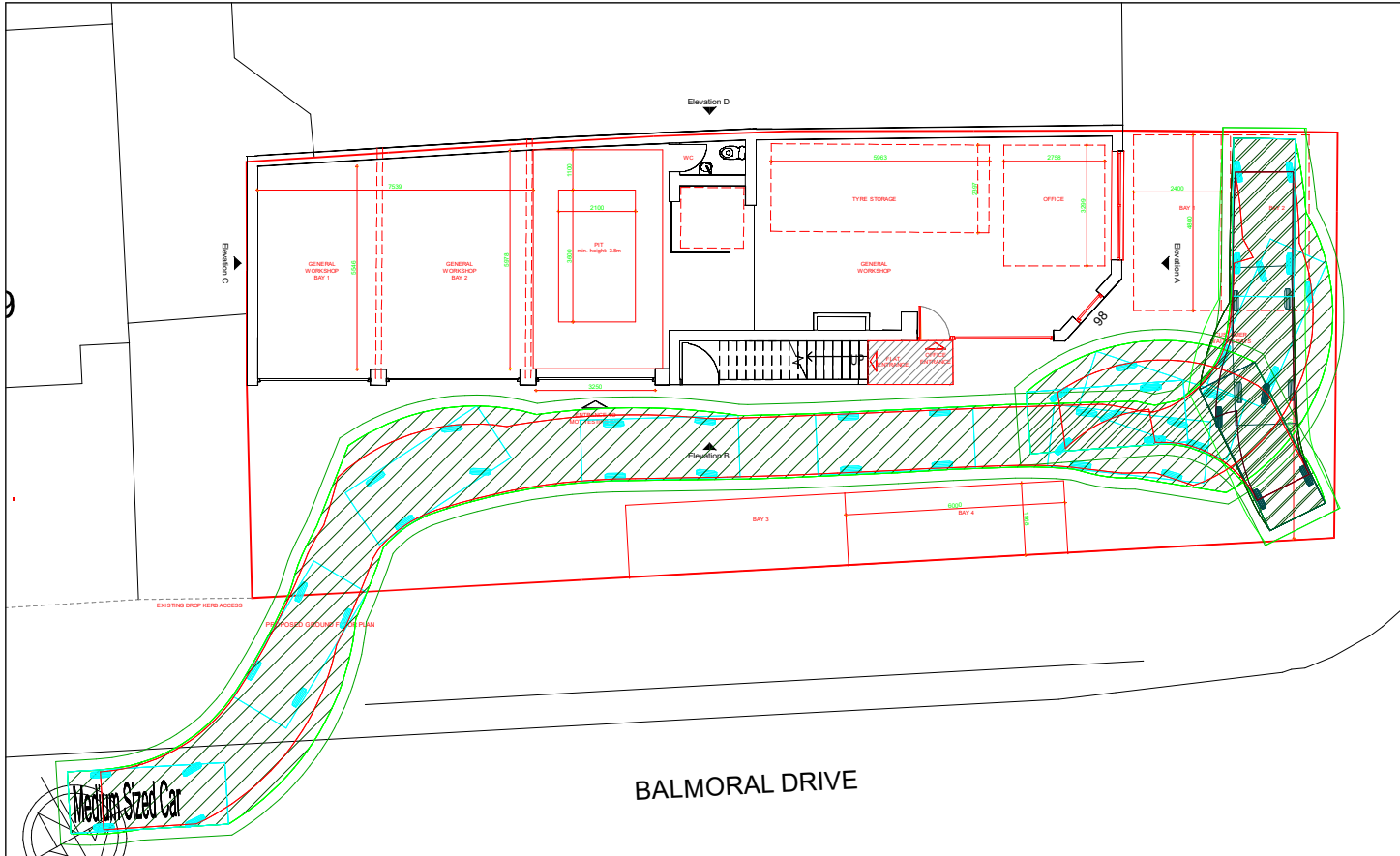


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DRAWING No. 21.04 - 001



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REV	AMENDMENTS	DRAWN	CHKD	DATE
Job Title				
98 LANSBURY DRIVE, HAYES, UB4 8SD				
Client				
AUTO SPARES AND TYRES				
Drawing Title				
SWEPT PATH PLOTS				
Scale	Date	Designed	Drawn	Drawing No
1:200 @ A3	8 JAN 21	DFM	DFM	21.04 - 001