



Chartered Town Planners & Architectural Technicians

DESIGN & ACCESS / PLANNING STATEMENT

Change of use of parking spaces from residential use to public car parking. (retrospective)

Property Address: Axis House, 242 Bath Road, Sipson, UB3 5AY.

September 2022

1.0 INTRODUCTION

1.1 This Design and Access / Planning Statement is submitted on behalf of the applicant in respect of a planning application for change of use of parking spaces from residential use to public car parking at Axis House, UB3 5AY. This Statement should be read in conjunction with other drawings and documents accompanying the planning application.

1.2 This Statement comprises:

- A description of the application property and surrounding area;
- A description of the proposed development;
- A summary of relevant planning history; and,
- An assessment of the proposed development against relevant planning policy and guidance.

2.0 APPLICATION PROPERTY AND SURROUNDING AREA

2.1 Axis House is a three storey property located on the corner of Bath Road and Boltons Lane. The property is in residential use having been converted from offices under permitted development provisions many years ago. There is a large surface car-parking area for the property. There are at least 60 secure and covered cycle parking spaces at the site.

2.2 Nearby buildings are of a broadly similar scale and many have large surface car parking areas. The wider surrounding area is mixed use in character.

2.3 The site is within flood risk 1 and at low risk of fluvial / pluvial flooding.

2.4 The property is not listed nor are there any listed properties nearby. Neither is the site in a conservation area.

3.0 PROPOSED DEVELOPMENT

3.1 It is proposed to have the parking area for the property available for use by members of the public and not restricted to residents within Axis House.

3.2 The applicant seeks to have the car-park available for public use as it is his experience that it has been under used over recent years with many spaces being vacant much of the time. Given the location of the site it is no surprise that many residents in the building work at the airport or in directly related businesses which are within walking and cycling distance. Axis House also has somewhat of a transient resident population (being home to many contract workers) and has much lower car ownership levels than more traditional residential areas.

3.3 The site has a good PTAL rating of 4 and public transport runs along the A4 including route No's 81, 105, 111, 222, 278, 285, 423, 555, N9 and N140. Many frequent services link with mainline and underground stations offering opportunities to use linked public transport. The nearest mainline stations are located at West Drayton and Hayes & Harlington. Both lie within approx. 4km and can be reached on foot by footways with safe crossing points and served with street lighting. Alternatively, West Drayton is reachable via the 222 bus service and Hayes & Harlington by the 140 bus service, both from in front of the site with buses running very frequently. Great Western Trains run frequent trains from these stations into London and to Reading/Oxford and taking in other local destinations.

3.4 Parking is at a premium around the airport and the proposed use seeks to respond to significant demand for parking close to the airport. Residents of Axis House are still able to park on the site.

4.0 PLANNING HISTORY

4.1 Residential use of the property was acquired through several planning permissions / prior approval applications including 43794/APP/2013/3855, 43794/APP/2014/1542, and 43794/APP/2015/2822.

5.0 PLANNING POLICY

The National Planning Policy Framework 2021

5.1 The National Planning Policy Framework 2021 (NPPF) seeks to promote multiple benefits from land. Para. 120 states:

“a) encourage multiple benefits from both urban and rural land...

d) promote and support the development of under-utilised land and buildings...”

The proposed development would make efficient use of a surface car-parking area in very close proximity to one of the Country's main transport hubs.

The New London Plan (2021)

5.2 Policy T6 of the London Plan sets out that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity, and that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport. Axis House is aptly suited to having little or no resident parking. *It is submitted that the parking area is better suited to catering for significant airport generated parking in the area and in doing so help sustain jobs and the primacy of the airport for travellers. The application site lies in a sustainable location where many of the residents work in the local area. The number and frequency of buses offer good opportunities for residents to use public transport especially in light of the good bus/train/underground links that exist.*

Local Plan Part 2 – Development Management Policies (2020)

5.3 According to the Hillingdon Policies map, the property is not affected by any adverse designations other than being within a conservation area – see Figure 1 below.



Figure 1 – Extract from Hillingdon Policies map. Approx. Location of site is denoted by red star.

5.4 Policies DMT1 – DMT6 of the Development Management Policies document are noted, however the proposed use is not considered contrary to this. It is the position of the applicant that Axis House has not to now been used as permanent / long-term residences, instead being used on short-medium term leases (typically several months to a year) by contract workers. Units available for

rent are not advertised as having on-site parking, and many residents do not own a car as they work in the directly abutting airport environs. Car ownership levels amongst residents is very low.

6.0 CONCLUSION

6.1 The application site is within walking distance of Heathrow airport and its significant environs which is home to employment, day to day shops, services and facilities. The site is accessible and sustainable in terms of access and transport.

6.2 The proposed use would respond to significant demand for parking close to the airport both for workers and travellers.

6.3 The proposed development is considered to be in compliance with NPPF policies, London Plan Policies, as well as the Hillingdon Local Plan.