



ADL Traffic and Highways Engineering Ltd

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ADL/TH/4176

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Residents Services
London Borough of Hillingdon
3N Civic Centre,
High Street,
Uxbridge
Middx.
UB8 1UW

Dear Case Officer

Re: PLANNING APPLICATION FOR 101 BELMONT ROAD, UXBRIDGE PARKING REQUIREMENTS

I am writing this letter in support of the planning application to be submitted on behalf of Mr Hitesh Aggarwal for the conversion of 101 Belmont Road Uxbridge into a house of multi occupancy. The property will be converted from a 3 bedroom semi-detached house to 3 no single bed Studio flats and 1 no 1 bed flat. I am aware that the local Highway Authority have objected to the original application on the grounds that they require 6 spaces (1.5 spaces per flat) and believe that this is above and beyond the requirement of local policy. This letter will provide an analysis of the local parking standards as well as car ownership levels and conclude with a recommendation for parking provision for the site.

1. Local parking standards

London Plan

The London Plan (Chapter 6) sets out its Parking requirements for residential development in the table shown below.

Maximum residential parking standards			
number of beds	4 or more	3	1-2
parking spaces	up to 2 per unit	up to 1.5 per unit	less than 1 per unit

As you will note 1-2 bedroom units are required to provide less than 1 space per unit. The property is also located within a PTAL 5 rated area (See Appendix 1) with very good public transport access therefore the property should also be aiming to provide "significantly less than 1 space per unit" according to the London plan.

From the above Policy data we can assume that London Plan parking requirements for this development of 3 no. single bed studio flats and 1 no 1 bed flat to be.: **"Significantly less" than 4 spaces.**

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Borough of Hillingdon

The Hillingdon Parking Standards justification document also sets out the Boroughs parking requirements for residential development shown in the table below.

Hillingdon residential parking standards compared to London Plan (2016)

Local authority	Car ownership per unit	Parking standards status	C3 (studio) spaces per unit	C3 (1 bed) spaces per unit	C3 (2 bed) spaces per unit	C3 (3 bed) spaces per unit	C3 (4+ bed) spaces per unit
London Plan	N/A	Approved 2016	Max 1	Max 1	Max 1	Max 1.5	Max 2
Hillingdon	1.21	Draft 2015	0.5	1-1.5	1-1.5	2	2
Difference	-	-	None	0.5	0.5	0.5	2

Hillingdon notes a proposed standard of 0.5 spaces per studio and 1 – 1.5 spaces per 1 bed flat, with a minimum of two spaces if curtilage parking is provided. Hillingdon Standards are slightly higher than that detailed in the London Plan as the majority of the Borough has a low PTAL rating.

From the above Policy data you can assume Hillingdon Borough parking requirements for this development of 3 no single bed Studios and 1 no 1 bed flat to be: **3x studios @ 0.5 = 1.5, plus 1x 1-bed @ (max) 1.5 = 3 spaces.**

2. Car Ownership data for Borough of Hillingdon

Car ownership data taken from the 2011 Census ((ONS Crown Copyright Reserved [from Nomis on 14 January 2019])) suggests the combined north and south figure for the Borough of Hillingdon is 72.6%. Hillingdon Borough also quote 77% within their Parking Standards Justification document.

3. Recommendation

Having reviewed the relevant parking requirements set out in both the London Plan as well as Borough of Hillingdon Parking Standards Justification Policy documents; I would recommend that the development should provide **3 no. parking spaces.**

Car ownership levels in the Borough are within the realms of $\frac{3}{4}$ of every property owning a vehicle which would be in line with the above recommendation for 3 spaces for the 4 dwellings. It is also noted that Hillingdon's standards are based on the majority of its borough having a low PTAL rating however the property in question lays within a PTAL 5 area according to the Transport for London data (attached to this letter). It therefore has a high PTAL rating which I would argue has not been taken into account by the Highway Authority in the original application.

It is clear that the 6 spaces requested by the Local Highway Authority are not in line with local Policy, therefore my policy compliant recommendation above should be sufficient for approval upon re-submission of the application.

I trust that this information is satisfactory, if you require any further clarification on any of the above please do not hesitate to contact me via the details given above.

Yours sincerely
for **ADL TRAFFIC & HIGHWAYS ENGINEERING LIMITED**

A handwritten signature in black ink, appearing to read 'Hayward', written over a horizontal line.

TOM HAYWARD
ASSOCIATE DIRECTOR

Enc:

Appendix 1 – PTAL rating information from TFL

Appendix 2 – London Plan parking requirements for residential development taken from:
<https://www.london.gov.uk/what-we-do/planning/london-plan/current-london-plan/london-plan-chapter-six-londons-transport-0>

Appendix 3 – Hillingdon parking requirements for residential development taken from: Hillingdon parking requirements justification document.