

28C New Broadway Uxbridge UB10 0LL

Note related to off street car parking;

It is to be noted that the following application at the adjacent property No. 30 was approved on 22/11/2019, following a previous application that was refused by the Council and that was dismissed at Appeal. This planning application was granted planning permission without off street parking.

<b>Reference</b>	27047/APP/2019/3063
<b>Status</b>	Approval
<b>Proposal</b>	Single storey rear extension to create 1 x 1 bed self contained flat and installation of rear balcony at second floor level with use of roof as a roof terrace for external amenity space
<b>Location</b>	30 NEW BROADWAY UXBRIDGE ROAD HILLINGDON
<b>Ward</b>	HILLINGDON EAST
<b>Case Officer</b>	Liz Arnold
<b>Received</b>	10-09-19
<b>Validated</b>	27-09-19
<b>Decision By</b>	22-11-19
<b>Neighbours</b>	Consultation Started : 01-10-19, Comments Due : 22-10-19
<b>Site Notice</b>	Posted : 03-10-19, Displayed Until : 31-10-19
<b>Decided</b>	22-11-19

The Appeal Inspector stated the following, which should be taken into account by the Council when considering the application proposal for 28C New Broadway Uxbridge UB10 0LL;

**12. HLP policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted car parking standards. Those standards are set out in Annex 1 thereto. Although the supporting text to HLP2 policy AM14 states that residential car parking standards are expressed in terms of minimum standards, the Annex itself is quite clear that all car parking standards are maximum standards, unless otherwise stated. HLP2 policy AM7 considers traffic generation arising from proposals and states that proposals which prejudice the free flow of traffic will not be granted permission.**

**13. In respect of flats without individual curtilages with open parking areas, 1.5 spaces per dwelling is stated as being the 'Hillingdon Car Parking Standard'. It is not otherwise stated that the figure in Annex 1 is a minimum standard. Footnote 3 to Annex 1 states that provision above the maximum standards will only be considered in exceptional**

circumstances. It makes no reference to situations where proposals below the maximum standards would be provided.

14. The site is located in an area with a low PTAL rating (PTAL2) which indicates relatively poor access to public transport. In this respect, I agree with the Council's conclusion that it would be likely that there would be a reliance on the private car as a consequence. However, despite the low PTAL rating, the site is on a bus route and there is a bus stop directly outside the appeal property.

15. I observed Uxbridge Road to be a busy road during the course of my site visit. I accept that my time at and around the appeal site only provides a snapshot in time, but I have no reason to suspect that my experience of Uxbridge Road is particularly unusual. The Council allude to parking stress in nearby streets but I have no evidence, either way, in respect of such matters. However, I saw at the time of my visit to the site that there was parking capacity on Denziloe Avenue.

16. Whilst not directly outside the appeal property, these areas are only a short walk from No. 30 and not so far in my judgement as to encourage irresponsible, inconsiderate or obstructive parking. Whilst I again recognise that my time at the site is just a snapshot, the Council have not submitted evidence to challenge the appellant's conclusions regarding parking demand and generation arising from the additional proposed flat.

17. There would be no on-site parking proposed and so the proposal would not exceed the maximum car parking standards set out by HLP2 policy AM14 and Annex 1 thereto. However, the proposal would not, for the reasons set out, result in conditions that would be prejudicial to highway or pedestrian safety and would therefore comply with HLP2 policies AM7 and AM14.

Furthermore, one of the previous applications at the application site have comments from the Council's Transportation Officer reading the following;

**The proposed conversion of the application building to one x studio flat is unlikely to measurably affect the overall traffic generation to and from the site or cause undue demand for on-street parking, over and above the existing circumstances. The Highways Officer has raised no objection to the application on transport and highway safety grounds.**

**The only parking requirement in this case is related to providing a minimum of 1 secure and accessible cycle space per studio unit in order to conform to the Council's adopted cycle parking standard set out in Appendix C Table 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) . Had this application not been recommended for refusal, details of cycle storage provision would have been secured by condition.**