



Appeal Decision

Site visit made on 4 February 2020

by B Davies MSc FGS CGeol

an Inspector appointed by the Secretary of State

Decision date: 24 February 2020

Appeal Ref: APP/R5510/W/19/3241183

63 Harlington Road, Uxbridge, UB8 3HY

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mrs N Parmar against the decision of the Council of the London Borough of Hillingdon.
 - The application Ref 1661/APP/2019/2968, dated 5 September 2019, was refused by notice dated 31 October 2019.
 - The development proposed is 'Convert existing house to 1 x 1 Bed Dwelling and 1 x 2 Bed Dwelling, create new doorway in north east elevation.'
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Decision

1. The appeal is allowed and planning permission is granted for conversion of an existing house to 1 x 1 Bed Dwelling and 1 x 2 Bed Dwelling and creation of a new doorway in north east elevation at 63 Harlington Road, Uxbridge UB8 3HY in accordance with the terms of the application, Ref 1661/APP/2019/2968, dated 5 September 2019, subject to the conditions set out in the Schedule at the end of this decision.

Preliminary Matters

2. A new Local Plan document¹ was adopted between the date of the application and the appeal decision. This replaces the Local Plan Part 2 Saved UDP Policies (2012). Both parties have had the opportunity to comment on any relevant implications for the appeal.

Main Issue

3. The effect of the proposal on highway safety.

Reasons

4. The site fronts the A437, which was observed at the site visit to be an extremely busy thoroughfare for vehicles, including frequent buses. Parking is forbidden along the main road in the vicinity of the site, but some unrestricted on-street parking on nearby quiet side roads was observed during the site visit. No parking is associated with the current 4-bedroom property and no new parking is proposed for the development. I noted during the site visit that most properties in the area benefit from dedicated off-street parking.

¹ London Borough of Hillingdon, Local Plan Part 2, Development Management Policies, Adopted January 2020

5. The Council has recommended that the development should attract 3 parking spaces based on the London Borough of Hillingdon car parking standards and allowing for a poor PTAL rating. They calculate that this is an additional burden of one car compared to the 2-space ideal for a 4-bedroom house. Policies DMHD1 and DMT6 of the more recent, adopted Local Plan supersede the guidance above. These require that adequate off-street parking is retained, as set out in Table 1, Appendix C, which specifies that there should be a maximum of one space per dwelling of this size, and therefore a maximum of 2 spaces overall for this development. These standards can be varied if there would not be an impact on street parking and a transport appraisal is provided.
6. Given that parking is restricted on the main road, I have assumed that should parking be required for this property, it could take advantage of unregulated on-road spaces along nearby quieter side streets. I observed that there was ample space available at these locations at the site visit during the day, although I recognise that this could be in greater demand at other times. However, most houses in the area have off-street parking and, on this basis, it is a reasonable assumption that sufficient space is likely to remain nearby.
7. The appellant's Transport Statement demonstrates that local facilities are readily accessible without a car and there are good public transport links, with which I concur from my observations at the site visit. This adds weight to the appropriateness of reducing parking spaces from the maximum recommended in local policies.
8. I have also had regard to Policy DMT2, which requires that proposals do not adversely affect the safety of road users. Given parking is clearly not allowed on the main road and if needed, there is adequate on-street parking nearby, I conclude that there would not be harm to highway safety from the proposals.
9. I have had regard to a recent appeal for a similar development at this property² and have come to the same conclusion in regard to parking provision.
10. The proposals are therefore consistent with local policies when on-street parking, nearby facilities and good public transport links are allowed for. I have also given some weight to the fact that there is likely to be limited change in demand for parking from the current situation. I conclude that there would be no increase in risk to highway safety from the proposal.

Conditions

11. The Council suggested a number of conditions, which I have considered in light of the advice in the Framework and Planning Practice Guidance. In some cases I have edited the suggested condition for clarity and enforceability and to avoid the need for pre-commencement conditions.
12. In addition to the standard 3-year time limitation for commencement, I have imposed a condition requiring the development to be carried out in accordance with the submitted plans in the interests of certainty. A condition in respect of materials is appropriate in the interests of character and appearance.
13. A condition regarding cycle parking is appropriate in the interests of sustainable transport. A condition in respect of refuse storage is required in the interests of the living conditions of future residents as well as character and appearance.

² APP/R5510/W/19/3236344

14. A condition in respect of means of enclosure is also required in the interests of the character and appearance of the area and the living conditions of residents. This should also enable the matter of the subdivision of the rear garden area of the property to be considered.
15. The Council has suggested a condition in respect of sound proofing between the floors of the buildings. However, the proposed dwellings would be created by the vertical division of the buildings and a condition in respect of separate floors is therefore not appropriate.

Conclusion

16. For these reasons, and having had regard to all other matters raised, I conclude that the appeal should be allowed.

B Davies

INSPECTOR

Schedule of Conditions

- 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans: Location Plan (8 January 2019); Plans as Proposed DRG No. 12 (January 2019); and Elevations as Proposed DRG No. 13 (January 2019).
- 3) The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building.
- 4) Prior to the occupation of the development hereby approved, details of facilities to be provided for the screened storage of refuse bins within the site shall have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained
- 5) Prior to the occupation of the development hereby approved details of covered and secure cycle storage shall have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details prior to the occupation of the development and thereafter permanently retained
- 6) Prior to the occupation of the development hereby approved a detailed scheme for boundary walls, fences or other means of enclosure shall be submitted to and approved by the Local Planning Authority. The boundary walls, fences or other means of enclosure as approved shall be erected before the development hereby permitted is occupied.

End of Schedule