



Appeal Decision

Site visit made on 11 January 2021

by Tim Wood BA(Hons) BTP MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 28 January 2021

Appeal Ref: APP/F5540/W/20/3248932

7 Lafone Avenue, Feltham TW13 5DH

- 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 Hemel Hempstead Assets Ltd against the decision of the Council of the London Borough of Hounslow.
 - The application Ref 00673/7/P9, dated 17 October 2019, was refused by notice dated 18 February 2020.
 - The development proposed is the erection of a bungalow following demolition of the existing garage.
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Decision

1. The appeal is dismissed.

Main Issue

2. The main issue in this appeal is the effects of the provision of a car parking space and its access.

Reasons

3. The appeal relates to part of the rear garden area of No 7 Lafone Avenue which is currently occupied by a double garage. The access to the garage runs from Browells Lane. Additional parking is available for No 7 Lafone Avenue at its frontage.
4. Planning permission has previously been granted by the Council for an identical form of development save for the proposed parking space and access. The previous permission (Ref 000673/7/P5) was granted by the Council in 2019 and remains extant; it did not include any car parking provision and would result in the removal of the existing access onto Browells Lane.
5. The Council's Local Plan Policy EC2 states that the Council will secure a more sustainable local travel network that maximises opportunities for walking, cycling and using public transport, reduces congestion, improves public realm and improves health and well-being. The policy indicates that this will be achieved by promoting car-free development and actively managing car parking and travel demand (amongst other things). It states that the Council will use the car parking standards in The London Plan. Table 6.2 and its footnote of the London Plan indicates that the maximum residential parking standard for a 1-2 bed unit is "less than 1 per unit". Taking account of the size of the proposed unit, the provision of the car parking space would mean that

the development would be contrary to Policy EC2 of the Local Plan and the relevant part of The London Plan.

6. In relation to the use of the proposed access and parking area, there would be a likely reduction in its use as the capacity to park cars in this part of the site would fall from 2 to 1. In addition, the proposal would cater for a vehicle to turn within the site and so would prevent the need to either reverse into or out of the site, as would currently be the case. Whilst I acknowledge that these factors may be considered to be an improvement over the existing situation, when the proposal is compared to the scheme that has planning permission, the appeal scheme fails to comply with Policy EC2, as set out above.
7. I have taken account of all other matters raised in the representations but find that the conflict with Local Plan Policy EC2 and the maximum parking standards set out in The London Plan are not outweighed by any other matters. Therefore, the appeal is dismissed.

ST Wood

INSPECTOR