



HILLINGDON  
LONDON



# Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

**Date:** WEDNESDAY 10 OCTOBER  
2018

**Time:** 7.00 PM

**Venue:** COMMITTEE ROOM 3 -  
CIVIC CENTRE, HIGH  
STREET, UXBRIDGE

**Meeting  
Details:** Members of the Public and  
Press are welcome to attend  
this meeting

## **Cabinet Member hearing the petitions:**

Councillor Keith Burrows, Cabinet  
Member for Planning, Transportation and  
Recycling (Chairman)

## **How the hearing works:**

The petition organiser (or his/her  
nominee) can address the Cabinet  
Member for a short time and in turn the  
Cabinet Member may also ask questions.

Local ward councillors are invited to these  
hearings and may also be in attendance.

After hearing all the views expressed, the  
Cabinet Member will make a formal  
decision. This decision will be published  
and sent to the petition organisers shortly  
after the meeting confirming the action to  
be taken by the Council.

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***Putting our residents first***

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# Agenda

## CHAIRMAN'S ANNOUNCEMENTS

### PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

- 1 Declarations of Interest in matters coming before this meeting
- 2 To confirm that the business of the meeting will take place in public.
- 3 To consider the report of the officers on the following petitions received.

Please note that individual petitions may overrun their time slots. Although individual petitions may start later than advertised, they will not start any earlier than the advertised time.

	<b>Start Time</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page</b>
<b>4</b>	7 pm	Raisins Hill Area Of Special Local Character- Petition Requesting An Article 4 Direction	Northwood Hills	1 - 6
<b>5</b>	7pm	Church Road, West Drayton - Petition Requesting A Zebra Crossing	West Drayton	7 - 12
<b>6</b>	7.30pm	Petition Requesting Double Yellow Lines And A Residents' Permit Parking Scheme In Goulds Green, Uxbridge	Yiewsley and Botwell	13 - 16

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# Agenda Item 4

## RAISINS HILL AREA OF SPECIAL LOCAL CHARACTER- PETITION REQUESTING AN ARTICLE 4 DIRECTION

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Ian Thynne, Mark Butler, James Rodger, Emma Lauze Residents Services Directorate
<b>Papers with report</b>	N/A

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents who live within the Raisins Hill Area of Special Local Character.
<b>Contribution to our plans and strategies</b>	This report supports the Council's objectives of: Our People; Our Built Environment; Our Natural Environment and Our Heritage by considering these in the context of the petition.
<b>Financial Cost</b>	The cost of preparing an Article 4 Direction can be met from existing planning service revenue budgets.
<b>Relevant Policy Overview Committee</b>	Residents', Education and Environmental Services
<b>Ward(s) affected</b>	Northwood Hills

### 2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

1. Listens to the concerns outlined and reasons put forward by residents for an Article 4 Direction.
2. Notes that Council's Conservation Officers have considered in detail what makes Raisins Hill an Area of Special Local Character, as explained in the body of this report.
3. Notes that the Council needs to consider very carefully whether there are any circumstances particularly relevant to Raisins Hill Area of Special Local Character which justify withdrawing permitted development rights for roof conversions and agreeing an Article 4 Direction.
4. Considers the wider implications of imposing an Article 4 Direction on Raisins Hill Area of Special Local Character.

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PART I - MEMBERS, PUBLIC AND PRESS

**5. Subject to the outcome of the above, decides if the request for an Article 4 Direction should be agreed and if so added to the Council's Cabinet Forward Plan.**

**Reasons for recommendations**

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

**Alternative options considered / risk management**

None at this stage.

**Policy Overview Committee comments**

None at this stage.

**3. INFORMATION**

**Supporting Information**

1. A petition with 100 signatures has been received by the Council from residents:

*"requesting an Article 4 Direction to limit roof extensions and/or roof alterations within the ASCL of Raisins Hill."*

The petition is described as being in response to a number of loft extensions that have been carried out under permitted development rights, which are considered to have resulted in harm to the ASCL (Area of Special Local Character). The petition has been signed by over half of the property owners in the Area of Special Local Character.

2. In 2012 the Cabinet Member received requests for an Article 4 Direction to control HMO's (Houses in Multiple Occupation) from residents around Brunel University. This was subsequently agreed via Cabinet and Full Council in light of the particular issues faced by residents in Brunel and Uxbridge South Ward's. There is therefore a precedent for the Council creating an Article 4 direction to respond to a major issue of concern to residents.
3. Permitted development rights are rights to make certain changes to a building without the need to apply for planning permission. These derive from a general planning permission granted by Parliament, rather than from permission granted by the local planning authority. These rights have been regularly reviewed by Parliament since they were first created in 1947. They exist to enable a balance between freedom for property owners to extend their properties and the need to control certain forms of development for the greater good. In some circumstances local planning authorities can suspend permitted development rights in their area, under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015. Local planning authorities have powers under Article 4 of the 2015 Order to remove permitted development rights. While Article 4 directions are confirmed by local planning authorities, the Secretary of State must be notified, and has wide powers to modify or cancel most Article 4 directions at any point. Paragraph 53 of the NPPF states that:

*The use of Article 4 directions to remove national permitted development rights should be limited to situations where this is necessary to protect local amenity or the well-being of the area (this*

*could include the use of Article 4 directions to require planning permission for the demolition of local facilities).*

Successive Governments have maintained a process whereby consent for Article 4 Directions has to be agreed by the Secretary of State, this is put simply because Article 4 directions are a power which Councils are supposed to use rarely and where there is robust justification. If the Cabinet Member agrees with the petitioners', it is suggested that the matter is then placed on the Council's Cabinet forward plan. There would be a requirement to fully advertise the Article 4 direction for 12 months and seek both Full Council and Secretary of State's authorisation. During the 12 month consultation period existing permitted development rights would continue to exist.

4. Raisins Hill ASLC is located in the north east of the Borough. It is bounded by Caitlins Lane to the west, Chamberlain Way to the north and Cuckoo Hill to the east and the Caitlins Lane open space to the south. In the centre of the ASLC is Raisins Hill, a horse shoe shaped road linking at either end to Chamberlain Way. The general topography of the area slopes up from south to north with Raisins Hill rising up in the centre from Chamberlain Way. In 1946 a proposal was made to build seventy-seven houses by Comben and Wakeling Ltd, a building company from Wembley. The estate had already been built by the time of the 1959 Ordnance Survey map (1:2500). Also included in the ASLC are the building group on Cuckoo Hill that centres around Eastcote Point. These pre-date the planned estate and are included for their architectural quality and the more general historical development of the area. Eastcote Point along with The Thatched Cottage and Little Mead are locally listed.
5. The planned estate largely preserves its original character and layout. There is a uniformity to the building styles, materials and architectural detailing which encompasses the variety of housing types, detached, semi-detached and maisonettes. The "horseshoe" nature of Raisins Hill ensures that there is no through traffic and the road preserves a quiet tranquil character. The rising ground of first, Caitlins Lane and Cuckoo Hill and then Raisins Hill in the centre, with its curving road, produces interesting views, both short and long, within the area. Cuckoo Hill is an historic road while Caitlins Lane is an extension of an historic lane where it becomes part of the ASLC. Combined with the open spaces and green front gardens, the winding roads contribute to the leafy rustic character of the area.

To the south are the conservation areas of Eastcote Village and the adjoining Eastcote Park Estate. Along Caitlins Lane and Raisins Hill the houses are semi-detached with a mixture of brick and tile hung elevations and smaller areas of render (on Caitlins Lane) under tiled hipped roofs. At the curved top end of Raisins Hill the houses are detached with pyramid hipped roofs over brick and tile elevations. The cumulative effect of the rising ground and the pyramid hipped roofs, stepping up the hillside, is a key feature of the ASLC. The houses along Chamberlain Way are maisonettes with projecting gables at either end, with an alternate palette of yellow and red brick and central first floor rendered sections. The repetition of the building forms and materials creates a rhythmic effect all along the road. The houses at Eastcote Point are not part of the planned estate and are individually styled, dating from the 1890s to the 1950s. The area is green and leafy leading to its characterisation above as a "Garden Suburb". It has two areas of open space, Raisins Hill on Cuckoo Lane and Caitlins Lane open space to the south. Raisins Hill open space has a triangular extension linking it to the road, Raisins Hill while the Caitlins Lane open space has many mature trees. These form an important part of the character of the estate, in effect working as an "edge" to the estate. The front boundaries are often hedged and many of the houses retain their front gardens with lawns, although some have been lost to hard surfacing. There are street trees, particularly on Chamberlains Way. The combined effect of these different aspects of the area is a green and verdant setting for the planned estate whose road layout and

gentle topography combine with the planting to create an attractive street scene. The spacing between the houses, landscaping and views all contribute to the special character of the area.

6. Raisins Hill is one of fifteen Areas of Special Local Character (ASLC) in the Borough of Hillingdon. There are also 31 Conservation Areas. Some of these were designated as part of the Unitary Development Plan and others more recently as areas have been reviewed. These have been identified on the basis of their local architectural, townscape or historic significance. As all of these areas have their own unique characteristics, they cannot be generalised or combined into a single grouping.
7. The criteria for selecting Conservation Areas and ASLC's is set out in a document entitled "Proposed eligibility criteria for designation of Conservation Areas and Areas of Special Local Character" (Appendix 1). Each criteria of significance has a maximum of three points and a combined total of nine points. 0-2 is to de-designate or not to designate, 3-5 is to designate as an ASLC and 6-9 is to designate as a Conservation Area. Raisins Hill was designated as an ASLC on 19 December 2012. Following assessment under the above criteria, it scored a total of 4 points with the highest number of 2 points scored for townscape significance. In its recommendation the assessment states that Raisins Hill has:

*A distinctive consistency of architectural style and materials and a carefully considered, spacious layout which is almost "Garden Suburb" in character.*

In 2017, local residents requested that the ASLC be considered for upgrading to a Conservation Area, this was unsuccessful, the fact that the ASLC does not meet the scoring criteria for a Conservation Area is important, as such decisions are based on sound methodology applied uniformly across the Borough when assessing heritage designations.

8. In the initial assessment of the ASLC, the townscape significance scored two points. The area scored a point for the character and hierarchy of spaces and varied topography providing interesting vistas along streets and views between buildings. There was an additional point for the demonstrable landscape quality including trees, planting and other green features of quality. Together, these account for half of the points allotted to Raisins Hill in its assessment. Under architectural significance it scored one point for the coherence of architectural designs in the area and significant groupings of buildings. Under historical significance there is one point for the layout of property boundaries, roads and pathways. On balance the greatest significance of the area is therefore its townscape significance. This is defined as its green setting, varied topography, character and hierarchy of spaces and views. The architectural and historical significance are of lesser importance.
9. The planned estate is well preserved. There have been alterations to doors and windows and the hard surfacing of front gardens, but in general the street scene remains broadly as intended. The maisonettes along Chamberlains Way have undergone very little external alteration perhaps precisely because they are multiple-occupancy. On a site visit (July 2018) there appeared to be no rear loft conversions and no roof alterations at all. There are a number of side extensions on the estate but these are set back from the main façade and have matching materials. They replicate the original hipped roof form at a lower level and do not require alterations to the original roof form. There are examples at 88 and 94 Caitlins Lane and 4, 25 and 33 Raisins Hill. The original house form remains clearly legible and although they introduce an element of potential asymmetry, the impact on the ASLC as a whole is fairly neutral.
10. There have been several loft extensions constructed under permitted development regulations which have prompted the petition for an Article 4 Direction. The hipped roofs are a standard form

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#### PART I - MEMBERS, PUBLIC AND PRESS

for metroland semi-detached houses and are not of particular interest in them-selves and Raisins Hill does not have any particularly unusual examples. The issue with extending the loft of the semi-detached houses is that they require the alteration of the hipped roofs, building up the side elevation into either a gable or a small half hipped roof. There are 5 properties (No's 11, 36, 39, 60 & 70) with such roof alterations undertaken dating back to 2001 (re: Over a 17 year period). There is a case law which states that where the whole roof is re-tiled that this means the Council cannot dispute whether matching materials are used (re: It is within the permitted development rules to use different roof tiles if the whole roof is replaced). The result of this is that where the whole roof is replaced under permitted development it is possible to do this with a different tile from that used on neighbouring properties (No.60 Raisins Hill is an example of this). The effect of such material contrasts causes more visual harm than smaller scale loft conversions where matching materials are used.

11. It should be noted that loft conversions are widely recognised to be one the most cost efficient ways of expanding properties to cater for growing families. As such successive Government's have allowed a degree of flexibility within permitted development rights so as not to overtly restrict such building operations.
12. The significance of the area and, therefore, its special interest has been shown to lie more in its green setting, topography and hierarchy of spaces rather than the individual interest of the buildings or the area's history. Although some individual loft conversions are unattractive they do not directly affect a large part of the reason that the area was designated an ASLC. That is, the landscape setting, the topography or the hierarchy of spaces, these remain unaffected. There is also no impact on the historical significance of the property boundaries, roads and pathways which contribute to the character of the area. Where there is some impact from roof conversions is to the coherence of design and external appearance to buildings. However, this only constitutes one out of the four points allotted in the ASLC assessment.

### **Financial Implications**

There would be no cost if the Cabinet Member does not agree an Article 4 Direction. The cost of preparing a single Article 4 Direction can be met from existing planning service revenue budgets.

## **4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

### **Consultation Carried Out or Required**

None at this stage.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report, noting that the costs of preparing a single Article 4 direction could potentially be managed within existing service budgets. The extension of this approach to other areas of the Borough would require additional investment not included in the latest iteration of the Council's Medium Term Financing Forecast.

## **Legal**

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

## **Corporate Property and Construction**

There are no corporate property and construction implications arising from the recommendations in this report.

## **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Petition received.

# Agenda Item 5

## CHURCH ROAD, WEST DRAYTON - PETITION REQUESTING A ZEBRA CROSSING

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Steven Austin Residents Services
<b>Papers with report</b>	Appendix A - Location plan

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting a zebra crossing on Church Road, West Drayton close to St Martin's Church.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's Road Safety Programme
<b>Financial Cost</b>	There are no direct costs associated with the recommendations to this report
<b>Relevant Policy Overview Committee</b>	Residents', Education & Environmental Services
<b>Ward(s) affected</b>	West Drayton

### 2. RECOMMENDATIONS

#### Meeting with the Petitioners, the Cabinet Member:

1. considers their request for a Zebra Crossing on Church Road, West Drayton close to St Martin's Church.
2. subject to the above asks officers to add the petitioners' request to the Council's Road Safety Programme for further detailed investigation.
3. asks officers to commission independent speed and traffic surveys at locations agreed by the petitioners and local ward councillors and then to report back to the Cabinet Member.

#### Reasons for recommendations

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

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PART I - MEMBERS, PUBLIC AND PRESS

## **Alternative options considered / risk management**

None at this stage.

## **Policy Overview Committee comments**

None at this stage.

## **3. INFORMATION**

### **Supporting Information**

1. A petition with 311 signatures has been submitted to the Council under the following heading

*"We the undersigned are in strong agreement that a Zebra Crossing be put in place between The Closes Park and St Martin's Church on Church Road, West Drayton.*

*Church Road is a fast and dangerous road with bends and parked cars blocking the view with cars driving at speeds that are difficult to assess.*

*Two primary schools use this busy road weekly to attend St Martin's Church as well as the general public. It's only a matter of time before someone is seriously hurt."*

2. In an accompanying letter the lead petitioner helpfully provides the following further information;

*"Church Road has a sharp bend with cars parked either side so assessing the dangers ahead is made very difficult.*

*This road is mainly used as a "rat run" for car drivers to skip the main part of town so is constantly busy and in use.*

*Most importantly this road is not only used by the general public but also by two primary schools on a weekly basis to attend church, also Christmas, Easter, Harvest Festival etc. The Park opens onto Church Road with no gated entrance, so small children and/or pets can easily run out not knowing the dangers that lie ahead.*

*St Martin's Church also holds two toddler groups a week and various groups aimed at both children and senior members (who are also slow at crossing). With very young children crossing at such a dangerous point, as stated you cannot see around the bend as you try to cross.*

*As proposed on accompanying letters and petition, we feel that a zebra crossing would be beneficial to ensure public safety and deliver awareness of speed and general driving conditions.*

*The road is 30mph which we feel is too high for such a small, narrow and very busy road with very poor visibility that is highly used mainly by children. Again this can be addressed with a crossing.*

*Our aim is a preventative measure to ensure accidents and possible fatalities will be eradicated. We urge you to help keep our children and the general public safe and we feel a zebra crossing is an essential solution."*

3. In addition, three letters of support have been submitted with the petition, two were from local primary schools and the third was from a local church all of which the Cabinet Member will have seen.

4. As mentioned by the lead petitioner, Church Road is a mainly residential road with some office space at the western end of the road close to the junction of Swan Road. The entrance to St Martin's Parish Church and Drayton Hall Gardens are both located towards the eastern end of the road.

5. Church Road appears on a plan dating back to 1868 and follows almost the same route as it does today. The width of Church Road is just over 4.5 metres at its narrowest point to approximately 7.7 metres at its widest and is bounded on both sides by a footway. As the Cabinet Member will be aware, the Council has recently undertaken a formal consultation on a detailed design for a Parking Management Scheme in the area which includes Church Road. The results of this formal consultation will be reported separately.

6. The feasibility of installing a pedestrian crossing depends on a number of design requirements including visibility distances, the lay-out of existing driveways, existing/proposed parking restrictions and the provision of a safe area for pedestrians waiting to cross the road.

7. In response to the petition, it is recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if this report should be added to the Council's Road Safety Programme for further detailed investigations and the development of alternative options. In addition and subject to the outcome of discussions, the Cabinet Member could recommend undertaking independent speed and traffic surveys on Church Road, at locations to be agreed with the petitioners and ward councillors to help inform any decisions on a possible zebra crossing and any other measures that may be appropriate.

### **Financial Implications**

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys the cost is usually in the region of £80 to £85 per location which will be funded through an allocation from within the Transportation Service. If works are subsequently required, suitable funding will also be identified.

## **4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

### **Consultation Carried Out or Required**

None at this.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

No financial implications at this stage.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners request for a zebra crossing on Church Road, West Drayton which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered.

### **Corporate Property and Construction**

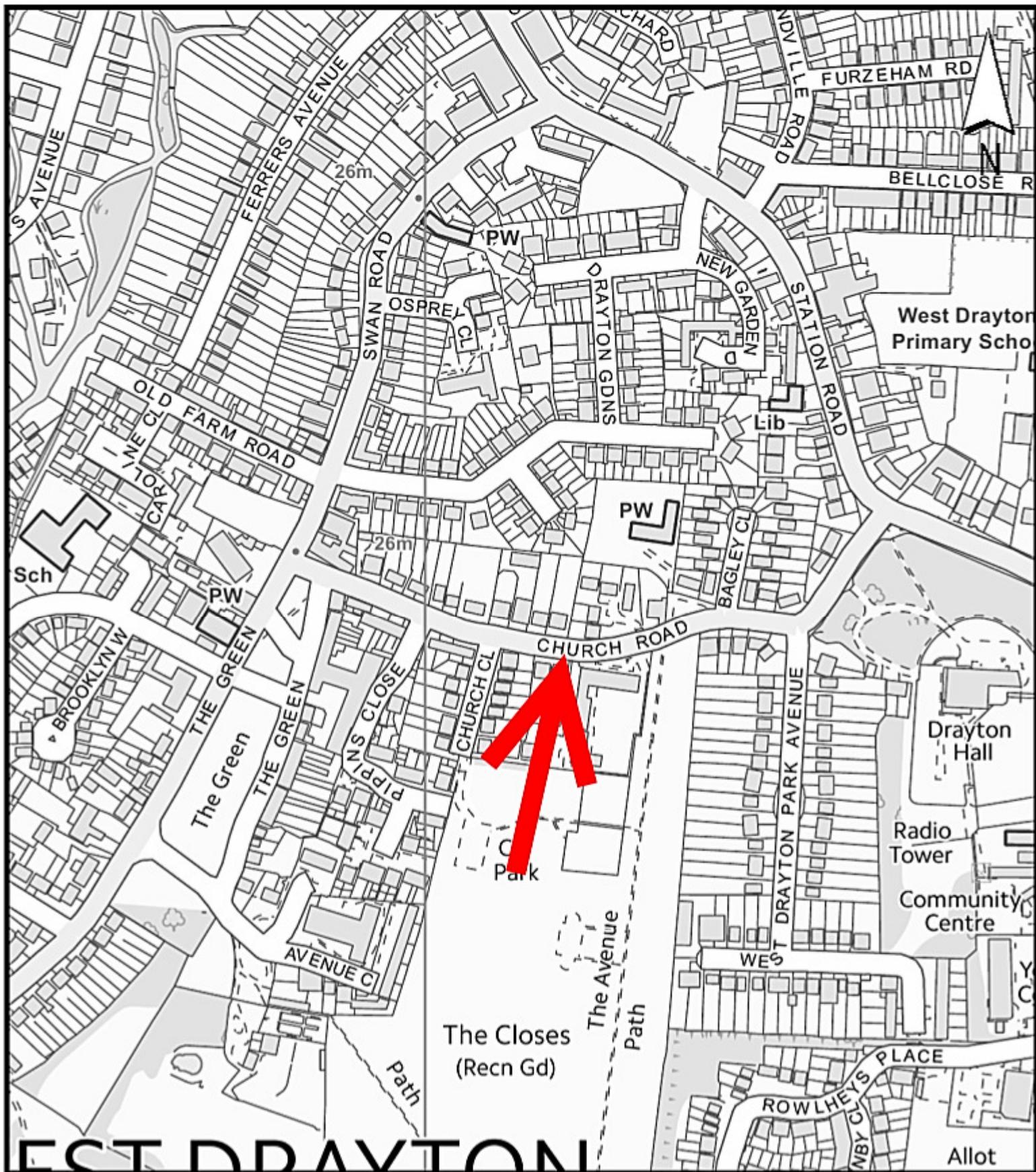
None at this stage.

### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Petition received.



Church Road, West Drayton  
Location plan

Appendix A

Date September 2018

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## PETITION REQUESTING DOUBLE YELLOW LINES AND A RESIDENTS' PERMIT PARKING SCHEME IN GOULDS GREEN, UXBRIDGE

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Steven Austin Residents Services Directorate
<b>Papers with report</b>	Appendix A

### **1. HEADLINE INFORMATION**

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting the introduction of double yellow lines and a residents' permit parking scheme in Goulds Green, Uxbridge.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls.
<b>Financial Cost</b>	There are no financial implications associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents, Education and Environmental Services.
<b>Ward(s) affected</b>	Yiewsley and Botwell

### **2. RECOMMENDATIONS**

#### **Meeting with the Petitioners, the Cabinet Member:**

- 1. Listens to their request for the introduction of double yellow lines and a residents' permit parking scheme in Goulds Green, Uxbridge.**
- 2. Subject to the outcome of the above, decides if the request for parking controls for Goulds Green, Uxbridge and possibly roads in the surrounding area should be added to the Council's future parking scheme programme for further investigation and more detailed consultation when resources permit.**

#### **Reasons for recommendations**

To allow the Cabinet Member to discuss with petitioners their concerns and if appropriate add their request to the parking schemes programme.

## **Alternative options considered / risk management**

These will be discussed with petitioners.

## **Policy Overview Committee comments**

None at this stage.

## **3. INFORMATION**

### **Supporting Information**

1. A petition with 34 signatures has been submitted to the Council. Included in a covering statement the lead petitioner has made the following comments:

*"We are hoping to make both junctions of Gould's Green safer with double yellow lines and to stop vehicles being parked blocking residents' driveways. Also get rid of untaxed vehicles being left on the road for weeks on end.*

*The interim Planning Enforcement Manager recommends we have residential parking."*

2. Goulds Green is a mainly residential road with properties situated on the north side of the road and Stockley Park Golf Course and stables on the south. The area is well served by local bus routes including the A10 which runs between Uxbridge and Heathrow and the U4 which runs between Uxbridge and Prologis Park. A location plan is attached as Appendix A.

3. Goulds Green has a carriageway width of between 4.8 metres at its narrowest point to approximately 5.9 metres at the widest point. In February 2005, the enforcement of footway parking was suspended in Goulds Green following receipt of a petition submitted by residents.

4. Clearly some time has elapsed since the current parking arrangements were agreed so it seems appropriate that the Cabinet Member meets with petitioners to listen to their concerns and if considered appropriate, asks officers to add this request to the future parking scheme programme to see if residents would like to consider options to manage the parking in Goulds Green. As is common practice, investigations could be combined along with any other nearby roads that the local Ward Councillors feel may benefit from parking controls. The outcome of this future consultation can then be analysed in detail to see if would be possible to recommend proposing a scheme over a viable area.

### **Financial Implications**

There are none associated with the recommendations to this report, however if the Council was to consider the introduction of parking restrictions in Goulds Green, Uxbridge or any other of the surrounding roads, funding would need to be identified from a suitable source.

## **4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

To allow the Cabinet Member to consider the petitioners request and available options the Council has to address these concerns.

### **Consultation Carried Out or Required**

If the Council subsequently investigates the feasibility to introduce parking restrictions in Goulds Green, Uxbridge and the surrounding area, consultation will be carried out with residents to establish if there is overall support.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed the recommendations of this report and concurs with the financial implications as set out within.

### **Legal**

There are no special legal implications for the proposal to informally consult residents on parking restrictions. Informally consulting residents is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer's recommendations. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

If the decision maker recommends officers undertake a statutory consultation, the procedures that should be followed in this case are set out in the Road Traffic Regulation Act 1984 and The Local Authorities Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

If specific advice is required, Legal Services should be instructed.

### **Corporate Property and Construction**

None at this stage.

### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Petition received



Goulds Green, Uxbridge  
Location plan

Appendix A

Date September 2018  
Scale 1:4,000