

Land at 30-32 Blyth Road, Hayes Parking Allocation Plan (LPA Ref. 68974/APP/2020/2345)

Introduction

Bellway submitted an application to the London Borough of Hillingdon (LBH) to discharge Condition 16 of the planning permission granted for the above site on 27th July 2020. The application was registered under LPA Ref. 68974/APP/2020/2345 and was due for determination on 21st September 2020.

Condition 16 attached to planning permission (LPA Ref. 68974/APP/2018/2146) states:

“Prior to occupation of the development, a Parking Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking shall be for residential use of the flats and ancillary commercial use hereby approved and as agreed within the Parking Allocation Plan unless otherwise agreed in writing by the Local Planning Authority. There shall be no sale or rental of parking spaces to any third parties.”

Highways Comments

On 18th December 2020, LBH provided the following comments from the Council's Highway Engineer

“The development has 88no. residential car parking spaces and 118no. units ranging in size from studio flats to 3 bedroom houses. The Highway Authority requires that all 12no. accessible units should be provided with a blue badge/wheelchair accessible parking space. Given that the 3 bedroom houses are more likely to be occupied by families who are also likely to lead car dependant lifestyles the Highway Authority require the remaining 76no. car parking spaces are allocated according to unit size with the larger units being allocated a parking space irrespective of tenure type. On this basis some of the 1 bedroom units and all of the studio units would not have access to on-site parking.

The Highway Authority require that Blyth Road, Parking Allocation Schedule – 2020_10_14 is revised accordingly. There are currently highway objections to this proposal as the occupants of some of the dwellings most likely to need parking do not have parking. This may lead to cars being parked injudiciously on-street increasing the risk to road safety, contributing to parking stress and hindering the free flow of traffic. There are highway objections to this proposal as it is contrary to the Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 1: Managing Transport Impacts – road safety, Policy DMT 2: Highway Impacts – traffic congestion and Policy DMT 6: Vehicle Parking – parking stress.”

Submitted Proposals

The application to discharge condition 16 proposed the provision of 91 car parking spaces broken down as follows as per the parking allocation plan and schedule:

- 3 commercial parking spaces;
- 79 parking spaces for the private units (allocated at 1 space per unit with 2 units provided with 2 spaces); and
- 9 parking spaces for the affordable units (comprising 7 wheelchair spaces and 2 regular spaces).

The 9 parking spaces for the affordable units were allocated to 4 x 3 bedroom units and 5 x 2 bedroom units.

Proposed Response

The comments from the LBH Highways Engineer in relation to the submitted Parking Allocation Plan raise two main comments:

- (i) The allocation of blue badge/wheelchair parking spaces to each wheelchair accessible/adaptable unit; and
- (ii) The allocation of car parking spaces to the larger units in the scheme.

In response to the first comment, the proposed scheme includes 12 blue badge/wheelchair parking spaces. This equates to 1 space per wheelchair accessible/adaptable unit (10% of the overall number of units within the scheme) and the allocation is detailed in the amended parking allocation schedule. This provision is split to provide 7 blue badge spaces for the shared ownership units and 5 blue badge spaces for the private units.

With reference to the comment from the Highways Engineer that the proposed parking allocation should be compliant with LBH policy, this is clearly not possible as the approved number of spaces within the scheme is less than the policy requirements. This parking provision was deemed acceptable at the time of granting permission and a number of measures were included within the s106 agreement to assist in minimising any overspill parking on surrounding streets. The scheme therefore accords with the requirements of the key policies referenced in the comments above.

In response to the second comment, there are a number of factors that need to be taken into consideration in preparing a parking allocation plan. This includes: unit mix, service charge and management, the accessibility of the site and surrounding parking restrictions and the viability of the scheme.

Taking the above into account, the proposed parking allocation has been amended in response to the comments raised:

- 2 commercial parking spaces;
- 73 parking spaces for the private units (allocated at 1 space per unit with not all 1 bedroom units being provided with spaces. The 3 x 3 bedroom private flats will each have a car parking space);
- 16 parking spaces for the affordable units. These are broken down as follows:
 - o 5 x standard parking spaces (No. 86-90) for the 3 bedroom affordable rented 3 bedroom houses;
 - o 4 x standard parking spaces for the 3 bed shared ownership houses within the main car park area;

- 2 x blue badge/wheelchair parking spaces for the 3 bedroom shared ownership wheelchair accessible/adaptable units within the main car park area; and
- 5 x blue badge/wheelchair parking spaces for the 2 bedroom shared ownership wheelchair accessible / adaptable units within the main car park area.

The proposed parking allocation for the affordable accommodation has been increased by 7 spaces in response to the comments raised. The Parking Schedule and Allocation Plan have been updated to reflect the proposed amendments detailed above.

The site is well located in terms of proximity to public transport and services (PTAL 4/5) which reduces the need for private car use. The s106 agreement for the approved scheme restricts all residents from obtaining permits for the surrounding Controlled Parking Zone. This restricts non-permit parking between 9am and 10pm every day of the week. This will assist in minimising the ability to park on the surrounding street network and associated parking stress.

5 of the 7 affordable rented homes have been allocated a standard car parking space. These are the parallel spaces located outside of the main parking structure which will assist in ensuring that additional service charge requirements placed on the tenants of these properties are minimised. All of the shared ownership family sized properties (6 in total) have been allocated a parking space. The provision of car parking spaces for the 2 bedroom shared ownership units will impact on the affordability of these properties on the basis of the value attributed to each space and is therefore resisted. This is supported by the proposed Registered Provider.

The amendments to the parking allocation strategy seek to respond to the comments raised whilst balancing the viability of the scheme. The application was supported by a viability assessment which included a revenue assumption of £10,000 for each parking space. The proposed amendments were not factored into the financial assessment and give rise to viability issues which need to be factored into the overall planning balance.

Overall, the proposed amendments seek to provide an appropriate response to the comments raised. The provision of parking has been increased to provide all but two of the affordable family units with on-site parking spaces. This approach seeks to balance a number of factors including site management and service charge issues and the viability and deliverability of the scheme. We would welcome an opportunity to discuss these matters further with the Highways Engineer should this be required.