

**+-Job No:** 2023-4940  
**File Ref:** N01- PS-Parking Report  
**Date:** 06 December 2023  
**Job Title:** 79A and 79B Bedwell Gardens, Hayes

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**Subject:** Parking and Access Report

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## **Introduction**

1. TTP Consulting has been appointed to provide transport and highway advice in relation to the proposed extension to 79A and 79B Bedwell Gardens, Hayes. The properties are a pair of semi detached houses located on land to the rear of 81 Bedwell Gardens. A planning application (reference 78066/APP/2023/1588) was submitted to the London Borough of Hillingdon in May 2023 for the following works.

*"Erection of a single storey rear extension to no.79B and a single storey side and rear extension to 79A, first floor side windows, hip to gable extensions on both properties (consented scheme ref: 58944/App/2005/39) and erection of rear roof dormers and internal alterations to both properties."*

2. This report provides information relating to the parking and access arrangement for the houses in relation to the consultation response provided by Hillingdon highway officers.

## **Access**

3. Access to 79A and 79B Bedwell Gardens is taken by way of an existing footway crossover that also provides access to 81 Bedwell Gardens. The crossover also extends in front of 79 Bedwell Gardens to provide access to that property. Hillingdon Highways have advised that;

*"The application proposes to extend 79a and 79b Bedwell Gardens which will become four-bedroom dwellings with additional ground floor living accommodation Both dwellings will gain access to the site over the existing vehicle crossover and drive providing access to the side of 81 Bedwell Gardens which has a width of approximately 4.1m for the first 6.0m which would allow 2 vehicles to pass which would be acceptable, however the existing dropped kerb would need to be extended to the end of the cul-de-sac stub which should concur with London Borough of Hillingdon Domestic Vehicle Footway Crossover Policy (DVFC) and would need to be constructed under a s.184 agreement at the applicant's/developer's expense."*

4. The Hillingdon Domestic Vehicle Footway Crossover Policy advises that;

*"A single width crossover must be a minimum of 2.4 metres wide at the back of the footway."*

5. With regard to shared crossovers, which is the arrangement that is currently in place to serve 79 and 81 Bedwell Gardens as well as the application site, the policy advises that;  
 "where applicants are applying for two adjoining crossovers (e.g., for 2 adjoining properties), or where a new crossover will join an existing one (e.g., a neighbour's crossover), a maximum of 5m flat section will be allowed for each new crossover"
6. A plan showing the existing vehicle crossover arrangement is provided at **Appendix A** and a plan showing the extended crossover in accordance with the Council's request is provided at **Appendix B**.

## Parking

7. With regard to the provision of car parking, the Council's highway response advises that;  
 "The published London Plan 2021 – Table 10.3 - Maximum Residential Parking Standards allows dwellings with three or more bedrooms in an Outer London area with a PTAL ranking of 2 to have up to 1no. parking space each. Drawing 13-23-05 Rev A Existing and Proposed Block Plans shows 3no. parking spaces outside 79b Bedwell Gardens with 1no. parking space at the side of 79a Bedwell Gardens for the existing and proposed layouts, however, the parking space at the side of 79a Bedwell Gardens will not be acceptable as following the extension, the parking space would not be accessible as it would be unlikely that occupants of a vehicle parked in the space would be able to open the doors to get in or out."
8. An amended block plan is provided at Appendix C. This shows a single parking space for each property, The distance between the extension of 79a and the property boundary is over 3.9 metres wide at the narrowest point and therefore allows ample space for a car to park and occupants to enter and exit the vehicle.

## Parking Design and Management Plan

9. The Highway response also comments;  
 "The published London Plan Policy T6: Car Parking - Paragraph J states that a Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London Guidance on Parking Management and Parking Design. A Parking Design and Management Plan will therefore be required which should ensure that all car parking spaces are allocated and leased, not sold, to the dwellings to which they serve and should be secured by condition."
10. The planning application seeks the extension of two existing freehold properties that already have car parking. The car parking is being reconfigured as a result of the ground floor extension and each property will have parking allocated to it. The design of the parking spaces is shown on the plan at Appendix C.

11. Given the that the properties are freehold it is not possible for the spaces to be leased to the occupants of the houses.

## Electric Vehicle Charging Points (EVCPs)

12. The Highway response asked that;

*"2no. 7Kw EVCPs should be provided for the proposed development to concur with the London Plan 2021 which should be shown on the revised drawing and should be conditioned for retention."*

13. Both parking spaces are to be provided with electric vehicle charging point as shown on the plan at Appendix C.

## Cycle Parking

14. With regard to cycle parking, the council's Highway response has advised that;

*"The published London Plan (2021) Table 10.2 - Minimum Cycle Parking Standards requires dwellings with 2no. or more bedrooms to have a minimum of 2no. cycle parking spaces. Drawing 13-23-11 titled Site, Block and Ground Floor Plans does not show any cycle parking spaces which is not acceptable."*

15. Each property will be provided with a secure cycle store to accommodate 2 bicycles as shown on the plan at Appendix C.

## Summary and Conclusion

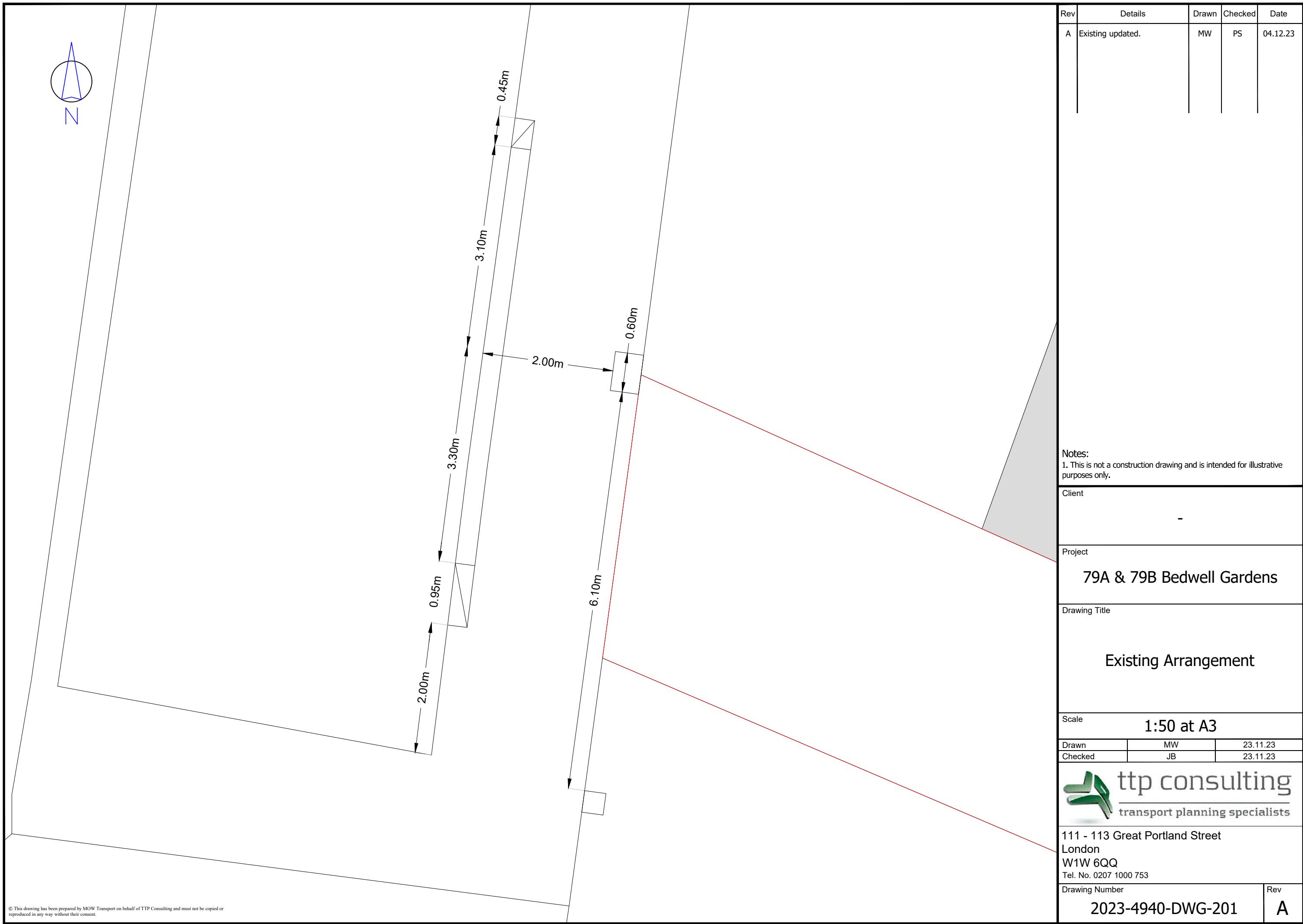
16. This parking and access note provides a response to matters raised by Hillingdon Highway officers regarding the planning application to extend the pair of semi detached houses at 79A and 79B Bedwell Gardens in Hayes. In summary, it is noted that;

- The existing vehicle crossover to the properties will be widened;
- Car parking has been reconfigured to meet London Plan parking standards;
- Electric vehicle charging points will be installed for each property; and
- Cycle parking will be provided in accordance with London Plan parking standards.

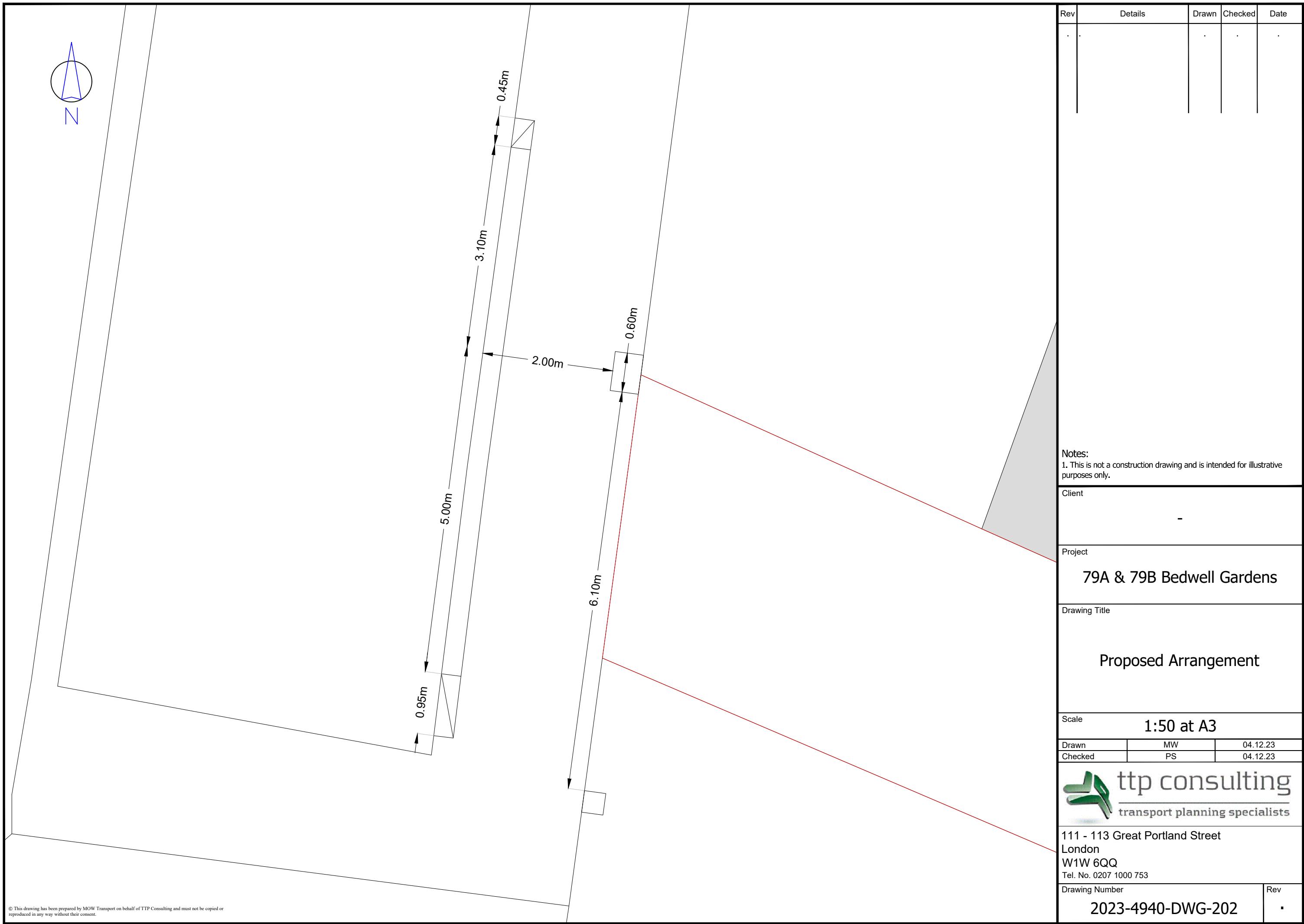
17. It is therefore considered that the development proposals meets the test of the NPPF at paragraph 111, which states that;

*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

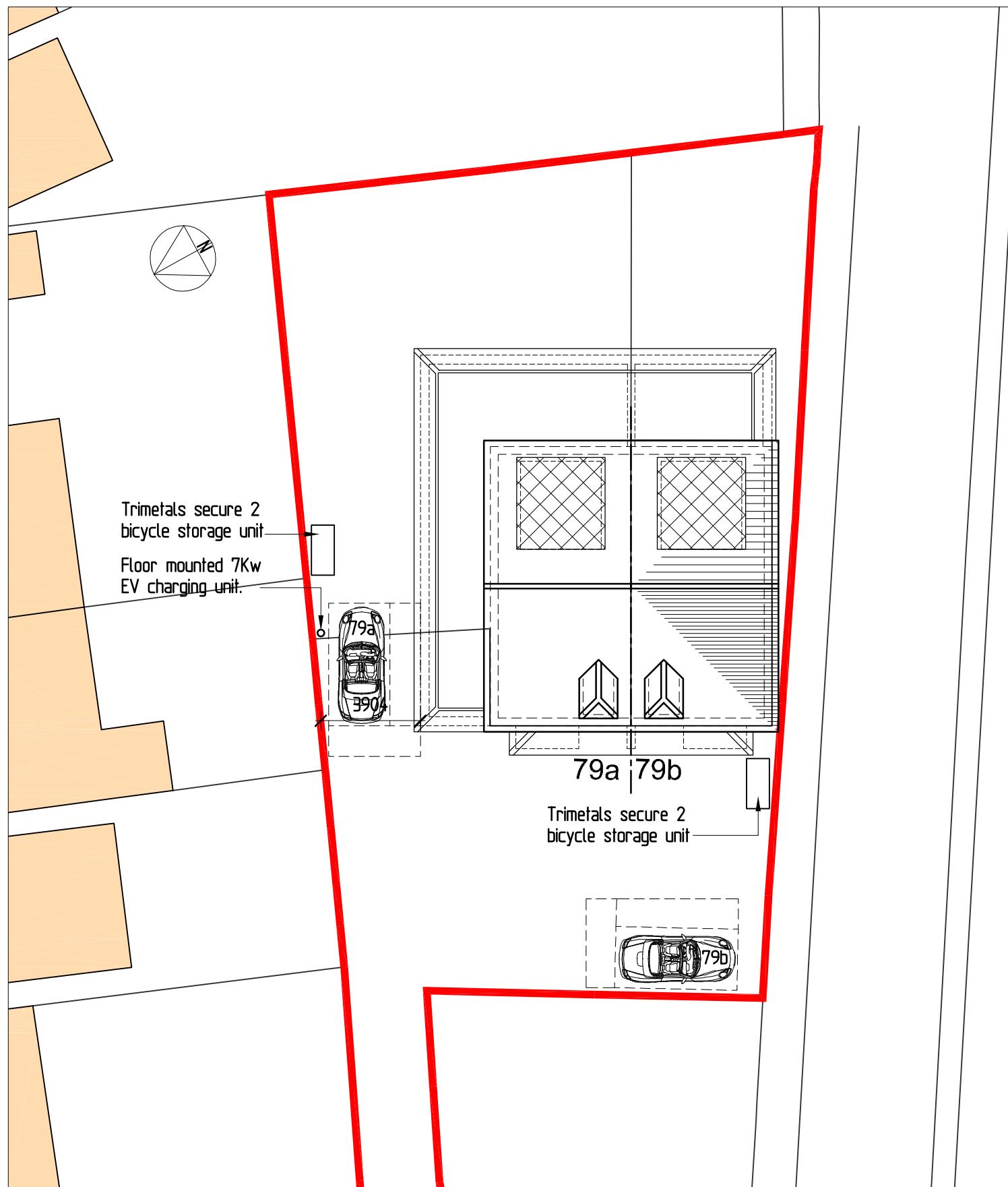
## **Appendix A**



## **Appendix B**



## **Appendix C**



Proposed Block Plan - 1:200

Block Plan: Proposed Block Plan With Parking/Cycle

Date :	Scale :	Drawing No. :	Revision :
Nov. 2023	1:200	13-23-18	A

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