

**Chris Carter
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21 May 2024

**TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT
PROCEDURE) (ENGLAND) ORDER 2015**

Dear Sir/Madam,

Application Reference: 6/2024/0605/COND

Proposed development at: Land to the north east of King George V Playing Fields
Northaw Road East Hertfordshire Cuffley EN6 4RD

Proposal: Submission of details pursuant to condition 7 (Parking Allocation) on
planning permission 6/2022/1774/RM

Thank you for your application requesting approval of the above details reserved by
conditions.

This application follows the recent refusal of application reference
6/2023/2514/COND which sought to discharge the same condition 7 (Parking
Allocation). The application was refused with the following commentary:

*Having regard to the above, the information submitted in relation to parking
allocation is not acceptable. The covering letter does not detail the proposed
amendments, however, from looking at the plan submitted, four spaces
appear to be added through the provision of garages to plots 79, 81, 89 and
90. Moreover, 8 of the unallocated visitor spaces are now proposed to be
allocated, of which a number of these are on-street bays. No detail has been
provided with the reasoning for this, nor an explanation as to how such
parking spaces would be managed.*

This new application seeks to overcome the previous issues raised. Whilst the
submitted parking layout plan has not changed since the previous application,
additional information has been provided within the submitted covering letter.

The proposed application does not include any additional garages. Plots 81, 89 and 90 garages have been approved as part of the S96a application reference 6/2022/1774/RM NMA2. Plot 79 is not proposed to have an additional garage.

As part of this application, eight on-street parking bays are proposed to be changed from visitor parking to allocated parking to benefit the occupiers of plots 1, 2, 17, 55, 75, 76, 98 and 99. The submitted covering letter sets out that these spaces are to be allocated parking for the aforementioned plots to provide adequate parking spaces for the large dwellinghouses and to ensure that residents do not use parking spaces off-site. These spaces would be managed by the management company.

Moreover, the parking court for plots 94-98 is proposed to be amended and one charging point removed. The visitor parking bays for Block 2 and Block 3 are proposed to be grouped together rather than dotted around; this does however not include any loss of visitor parking. The amendment to the parking court for plots 94-98 is considered to be outside the remit of condition 7 and would therefore require planning permission.

Notwithstanding the additional information provided, the proposed loss of visitor parking remains unacceptable. This is because it is considered that in light of the proposal, the plots in question would have an overprovision of parking for the size of the dwellings, contrary to the aims of the development plan and the Council's Parking Standards. Further detail of the parking standards is set out within the committee report for application 6/2022/1774/RM.

Moreover, unallocated parking spaces are the most efficient way to meet parking needs as they allow flexibility and adaptability, serving both residents and visitors. In particular, they allow for fluctuations in parking demand throughout the day. There is also a concern in relation to legibility where certain parking spaces are allocated as private within areas of otherwise public spaces, particularly where the associated houses do not front onto the parking bays. This in turn increases the risk that allocated spaces would be misused. Moreover, the resultant lack of visitor parking would likely result in displaced vehicles being parked along narrow streets, potentially on footpaths and grass verges, causing harm to the character and appearance of the approved scheme which was carefully considered to minimise visual intrusion of car parking. Parking in an indiscriminate fashion, particularly on pavements or near to junctions, driveways, and crossings, would be harmful to the convenience and safety of other highway users. Overall, the proposal would diminish the community value of shared parking, resulting in a degradation in the quality of the scheme, in favour of a private benefit for a small number of dwellings which are already adequately served with parking, in accordance with the approved scheme.

With respect to the size of dwellings and a comparison of approved off-street parking, this is set out in more detail below:

- Plots 1 & 2- three bedroom dwellings with an approved provision of three off-street parking spaces

- Plot 17- four bedroom dwelling with an approved provision of three off-street parking spaces
- Plot 55- three bedroom dwelling with an approved provision of two off-street parking spaces
- Plots 75 &76- four bedroom dwellings with an approved provision of three off-street parking spaces
- Plots 98 & 99- three bedroom dwellings with an approved provision of two off-street parking spaces

Having regard to the above, this application to approve details reserved by Condition 7 is refused.

Should you require any clarification regarding the contents of this letter, please do not hesitate in contacting me at a.ransome@welhat.gov.uk and I will be pleased to advise you further.

Yours sincerely,



Ms Ashley Ransome
Senior Development Management Officer