

PN.01/67.ROR/0424

Parking Provision

**PROPERTY: 67 ROYAL OAK ROAD, BEXLEYHEATH, KENT
DA6 7HQ**

PART-RETROSPECTIVE Erection of a 4 bed detached dwellinghouse with associated car and cycle parking provision, refuse storage and landscaping (enlargement of the implemented 3 bedroom dwellinghouse permitted under planning application 21/02245/FUL).

Overview

1. These details concern both the original dwellinghouse 67 Royal Oak Road, and the new dwellinghouse, 67a Royal Oak Road.
2. This note should be read in conjunction with all Plan Drawings provided which show the proposed car and cycle parking arrangement and their relationship with the street/houses, particularly:

DRAW/67.ROR/0424/001 – Existing (Pre-Implementation) Site Plan (1:200 @ A1)

DRAW/67.ROR/0424/002 – Existing Floor Plans/Elevations (1:100 @ A1)

DRAW/67.ROR/0424/003 – Proposed Site Plan (1:200 @ A1)

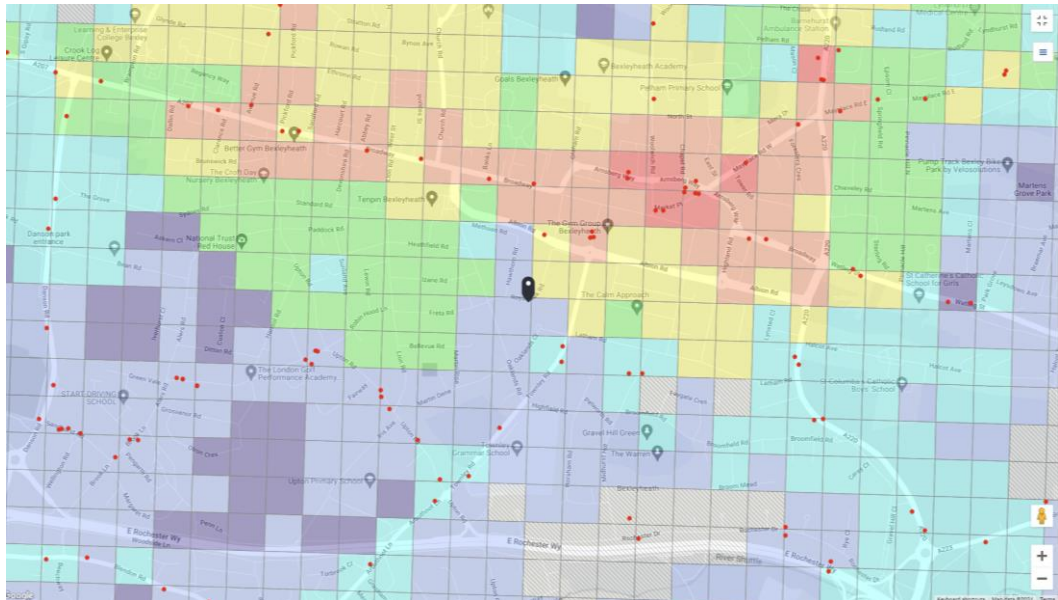
DRAW/67.ROR/0424/004 – Proposed Floor Plans (1:100 @ A1)

3. This Planning Note and Planning Note 02 provide full details regarding vehicle parking arrangements for 67 and 67a Royal Oak Road and, if approved, should remove the need for a pre-commencement or pre-occupation condition relating to this matter.

PTAL and Setting

4. The site has a PTAL Rating of 1b, although this is misleading as the site is a 2 minute walk from Bexleyheath Town Centre which has strong public transport connections, and is also a walkable distance from both Bexleyheath and Barnehurst Railway Stations.
5. The location may be described as 'Urban' given its proximity to Bexleyheath Town Centre.

Figure 1 TFL Webcat Planning Tool: PTAL Output for 67 Royal Oak Road (Accessed April 2024)



Streetside Controls

6. Streetside car parking along Royal Oak Road is controlled with parking bays allowing resident only parking between 8.30am and 5.30pm Monday-Saturday, and up to 2 hours of paid car parking inside these hours for non-permit holders.
7. Parking along the remaining kerbside is generally prohibited through single or double lines.

Proposal

The original dwellinghouse, 67 Royal Oak Road

8. The original dwellinghouse is a 3-bedroom house where the third bedroom is a significantly undersized box room that has been used as a home study/store in excess of 20 years (thus no longer appropriate for use as a bedroom) and will remain as such.
9. Permission 21/02245/FUL has been implemented providing a front garden and driveway for no.67 that is large enough for one car/van, as approved.

Motor vehicle parking proposals for the new dwellinghouse, 67a Royal Oak Road

10. Permission 21/02245/FUL allowed the development of a 3 bedroom dwellinghouse with a front driveway providing room for two cars, which has been implemented.
11. Part of this planning application proposes an additional bedroom in the loftspace, making 67a a 4 bedroom dwellinghouse. The same number of parking spaces is proposed with no changes to the design of the front garden/driveway.
12. Both are designed and laid out in accordance with Part M Category 4(3) Wheelchair User Dwellings and the Department for Transport's Inclusive Mobility document, being standard parking spaces (2.4x4.8m) with an additional clear area of 1.2m provided to one side and the behind.

Cycle Parking proposals for the new dwellinghouse, 67a Royal Oak Road

13. The cycle parking proposals also remain the same as approved under 21/02245/FUL.
14. A bicycle storage shed with capacity for **2 adult bicycles** is to be provided within the garden. The proposed product is the Tiger Bike Shed (2.01 x 0.85m)¹, or a product that is equivalent in general appearance, quality and capacity. This will be anchored to the ground and installed prior to the first occupation of the site. The store is located behind the building within its' rear garden patio and away from boundary walls abutting or easily accessed from public areas.

¹ https://www.tigersheds.com/product/tiger-bike-shed/?option=68&gad_source=1&gclid=CjwKCAjwUwBhBnEiwAgwzrUm_UdxKxEeajA-bnifaev4EfBYvtA_9c7tn_HY8feZih-QfdF_4PUBoCr5oQAvD_BwE&gclid=aw.ds Accessed 12/04/24

Figure 2 Tiger Bike Shed, product photograph and dimensioned drawing



Assessment

Number of car parking spaces provided

15. Policy DP23 'Parking Management' of Bexley's Local Plan (Adopted 2023) states:

1. In applying the principles of sustainable development in line with Policy SP1, the Council will seek to balance the need for parking and the environmental, economic and social impacts of traffic movement and parked vehicles. Therefore, proposals for residential development will be expected to provide parking within the lowest applicable maximum London Plan standards except:
 - a. areas with a PTAL of 2 that are outside of Sustainable Development Locations (see Figure 12) where, in exceptional circumstances, consideration will be given on a case by case basis for 3 or more bedroom dwellings to have a maximum standard of up to 1.25 spaces; and
 - b. within the Bexley Riverside Opportunity Area where, except for developments covered by 1a) above, maximum residential parking standards will be the London Plan outer London standards rather than the Opportunity Area standards for outer London.
2. Parking provision materially below London Plan maximum standards may be acceptable in areas that have a PTAL of 3 – 4, for residential development sites that are:
 - a. outside of a Controlled Parking Zone (CPZ) or Restricted Parking Zone (RPZ), where it can be demonstrated through a parking survey that there is sufficient on-street, off-site parking capacity within 200 metres of the development boundary; or
 - b. inside an existing or planned CPZ or RPZ, in which case, where parking surveys suggest issues will arise, the applicant will normally be required to enter into a legal agreement to restrict future occupiers from obtaining on-street parking permits.
3. For residential developments of fewer than 10 units, where the spaces per dwelling calculation results in a fraction of a space, provision will be rounded up to the nearest whole space.
4. For specialist housing for older people, a case by case approach will be taken with the London Plan residential parking standards used as a starting point and particular regard being had to the need for appropriate visitor and staff parking in the context of:
 - a. the public transport access levels in the relevant area; and
 - b. the characteristics of the residential care to be provided including the nature of shift patterns.

Such matters should be informed by a transport assessment and other

appropriate information.

5. Parking for industrial development should be provided in line with projected operational need. Nonoperational parking should be determined on a case by case basis using the London Plan office parking standards as a starting point and having regard to the nature of the use and locality. In both cases parking provision should be calculated via a transport assessment once applicants have demonstrated they have minimised parking requirements through a delivery and servicing plan, parking management plan and travel plan.

16. The application site is located within the Bexleyheath and Welling Sustainable Development Location as shown in Figure 12 of the Local Plan. It does not meet the criteria necessary to require a greater car parking allowance than those set out in the London Plan (Table 10.3), and for this reason the following maximum parking provisions are expected to be provided at nos. 67 and 67a:

Dwelling	Location	Number of beds	Maximum parking provision (London Plan 2021)	Number of parking spaces provided/ proposed
67	Outer London PTAL 0-1	2*	Up to 1.5 space per dwelling	1
67a	Outer London PTAL 0-1	4	Up to 1.5 space per dwelling ^	2

* As previously mentioned, the box room is significantly undersized and is unlikely to function comfortably as a bedroom. Nevertheless, should the house be considered a 3 bed dwellinghouse provision of one space would still accord with the London Plan's recommendation.

17. The car parking provisions proposed for both houses continue to satisfy the relevant regional and local planning policies and should therefore remain appropriate.

Impact of car parking provision on street traffic

18. Given this and the small scale of the development any increase in parking/traffic activity would be minimal and is unlikely to have a discernible impact on the location. However, a condition of the original consent required details to confirm how the developer would control any additional ensuing streetside car parking within the CPZ. These details have been provided in full in [Planning Note 02](#).

Number of cycle parking spaces provided

19. Policy DP22 ‘Sustainable Transport’ of Bexley’s Local Plan (Adopted 2023) sets out requirements for new developments to facilitate and promote walking, cycling, the use of public transport and shared mobility to a level appropriate for the proposal. Regarding cycle parking, it states:

1. The Council will expect to see measures in all development proposals that facilitate and promote walking, cycling, public transport and shared mobility. In particular, development proposals should incorporate where appropriate the below points at an early design or pre-application stage:

[...]

Cycling

- f. provide secure, integrated, convenient and accessible cycle parking facilities in line with the standards set out in the London Plan, as a minimum;
- g. provide on-site changing facilities, including lockers and showers for cyclists, where appropriate;
- h. contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable;
- i. provide links to existing and planned cycle infrastructure projects including the Council’s strategic quietways and cycleways network.

20. Table 10.2 of the London Plan (Table 10.3) sets out the minimum cycle parking provision for new developments in London. The following minimum parking provisions are required at 67a Royal Oak Road:

Dwelling	Use Class	Long Stay Cycle Parking Requirement	Number of parking spaces provided/proposed
67a	C3 Dwelling	<ul style="list-style-type: none"> • 1 space per studio or 1 person 1 bedroom dwelling • 1.5 spaces per 2 person 1 bedroom dwelling • <u>2 spaces per all other dwellings</u> 	2

21. The cycle parking provision proposed for 67a continues to satisfy the relevant regional and local planning policies and should therefore remain appropriate.

Security

22. All parking areas are overlooked by the north/front facing windows of the original and new house and the front-facing windows of neighbouring houses maintaining a constant level of natural surveillance.

Summary

23. These details have previously been approved under planning consent 21/02245/FUL and have been found to remain policy-compliant and appropriate notwithstanding the proposed addition of a fourth bedroom to no.67a Royal Oak Road.
24. Please refer to [Planning Note 02](#) for detail regarding the control method proposed to prevent streetside parking within the CPZ.
25. Should you find this document to be insufficient or require any further information, please contact Janine Mustafa of this office at your earliest convenience; janine@langleyscs.co.uk / 02082981707.

Janine R. Mustafa BSc (Hons),

Urban Planning & Design Consultant for Langleys Chartered Surveyors

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