

Thank you for the opportunity to speak.

I am addressing you in my capacity as a Director of the Management Company for Ludbridge Close, representing residents of Ludbridge Close and the associated SOHA housing within the estate affected by this proposal.

We support appropriate accessibility provision where it is necessary. Our concern is not about the principle of disabled parking, but about whether the introduction of a legally enforceable Traffic Regulation Order in this instance is necessary and proportionate.

The dwelling benefits from two allocated off-street parking bays within the associated SOHA housing parking area. This reflects the wider layout of the SOHA housing within the estate, where properties were designed with two allocated bays per dwelling. These bays are exclusively allocated to the property, numbered, and available at all times to that household. They are approximately 50 metres from the front entrance and approximately 30 metres from the rear gate, with a level and well-lit route.

We understand that this allocated provision was not part of the information available at the time of the officer assessment and was therefore not comparatively evaluated. In addition, there are two existing on-street parking areas serving this section of the road. One accommodates approximately four to five vehicles and is typically used at a distance of approximately 20 to 30 metres from the property. The other accommodates approximately three vehicles and is located approximately 10 to 20 metres from the front entrance — this being the location proposed for the TRO. The proposal would therefore convert one of these general-use spaces into a permanently restricted bay for the exclusive use of one household.

This is not the creation of additional parking provision, but the reallocation of shared highway capacity. You are therefore being asked to introduce a permanent and enforceable legal restriction removing unrestricted public use of part of that capacity, despite the dwelling already benefiting from guaranteed allocated off-street provision within 30 to 50 metres.

We respectfully submit that you should be satisfied that such permanent reallocation of highway space is necessary and proportionate before approving a Traffic Regulation Order.

If you are not satisfied that the full parking context has been comparatively assessed, we would ask that the matter be revisited prior to approval