

Parking Management Statement

Proposed amendment of previously approved scheme ref: P0378.22 to include demolition of existing single storey bungalow and erection of 2no. 5 Bedroom semi-detached properties with associated car parking, cycle storage, refuse storage and amenity. Changes include using the loft space as habitable space with the right house to have a dormer to the rear. Both to have Velux to the front.

REF: P1892.23

At

3 Pettits Lane, Romford, RM1 4HL



1.0 Introduction

- 1.1 This Parking Design Management Statement (PDMS) has been prepared by @Architect in relation to a proposed development at 3 Pettits Lane, Romford, Essex, RM1 4HL, which is in the London Borough of Havering
- 1.2 This document is intended for the planning application reference 1892.23.
- 1.3 This document is to be read in conjunction with all other documentation submitted as part of this planning application.
- 1.4 As this proposal involves the provisioning of parking spaces, we have been asked to include a Parking Design Management Statement indicating how the car parking will be designed and managed with reference to Transport for London Guidance on parking management and parking design:
- 1.5 The site is proposed to be redeveloped and provide 2 residential dwellings in 2 buildings of 2 storeys with 2 car parking spaces in front of each dwelling, total 4 car parking spaces.
- 1.6 The site is located on Pettits Lane in Romford, see images below outlined in red:



- 1.7 The purpose of the 'PDMS' is to set out a framework to manage the parking that will be provided for the development, to ensure that it is compliant with the relevant policies Transport for London (TfL).
- 1.8 Proposed Car Parking and Cycle Storage Arrangements
- 1.9 Car Parking Arrangements
- 1.10 The proposal is to redevelop the site to provide 2 residential dwellings, including the provision of private amenity areas, 4 car parking spaces and cycle parking.
- 1.11 It is also noted that there is restricted on-street parking on Pettits Lane from Monday to Saturday 8.30am to 6.30pm. Residential Parking is often the most contentious issue that Transport Development Management Engineers have to deal with, be it from the Local Highway Authority or Developer point of view.
- 1.12 The car parking is integrated and situated so that it supports the street scene. Parking spaces accessed directly from part of a street reduce the reasonable density of development. Dimensions really matter; common problems include a failure to allow for doors to open and vehicles overhanging footways. The proposed car parking spaces have adequate space around them.
- 1.13 The implications of having badly designed or too little provision can have serious effects on highway safety as a result of on street parking, while over provision can result in poor design, wasted space and apparent encouragement to use cars in preference to walking, cycling and public transport. Therefore, as shown on the drawing below (Figure 1) of the front car parking, off street parking provision for 2 cars per dwelling is provided. Adequate secure cycle storage at both properties have also been provided via the side access to the rear garden:

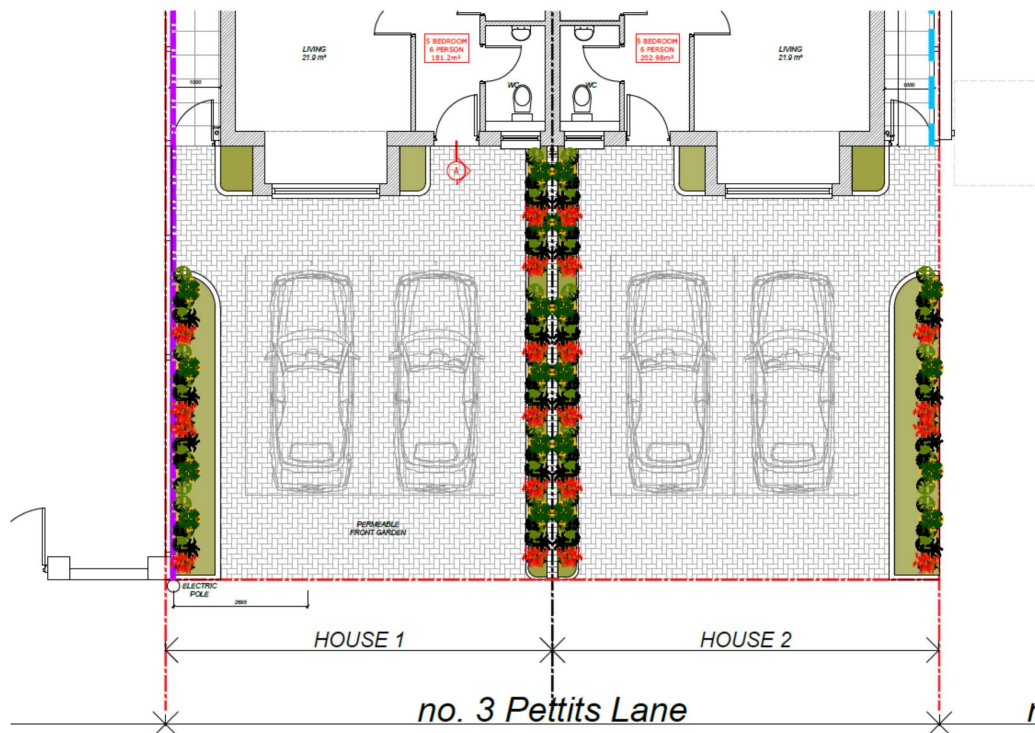


Figure 1: Front Parking Arrangement (NTS)

- 1.14 Cycle storage is proposed in a secure sheltered area to the rear which can be accessed externally from the side of each dwelling.
- 1.15 Figure 2 highlights dedicated & secure cycle parking provision for each property.

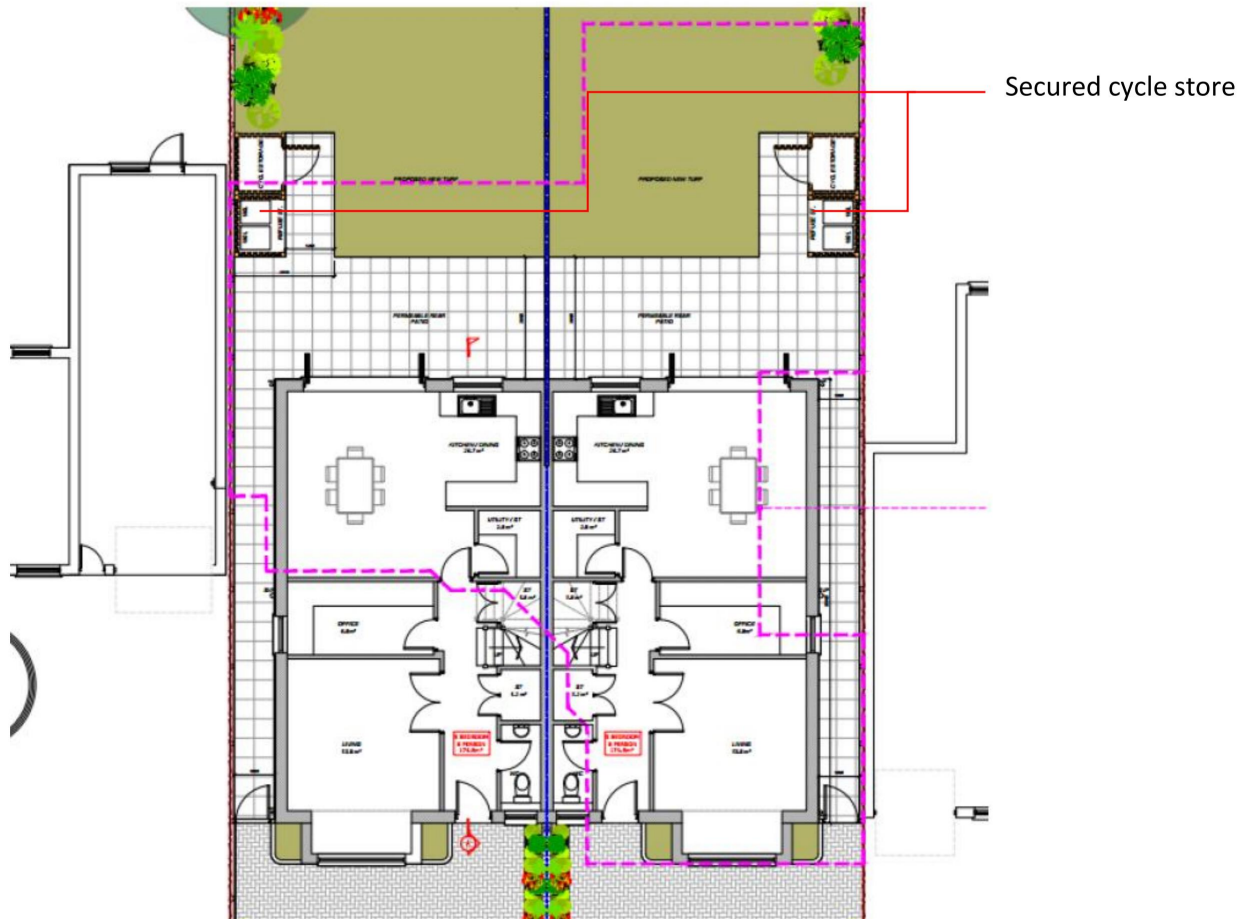


Figure 2: Cycle Parking Arrangement (NTS)