



Havering and Wates Regeneration LLP

CHIPPENHAM ROAD, LB HAVERING

Car and Cycle Parking Management Plan





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Car and Cycle Parking Management Plan

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DATE: JULY 2024

WSP

WSP House
70 Chancery Lane
London
WC2A 1AF

Phone: +44 20 7314 5000

Fax: +44 20 7314 5111

WSP.com



QUALITY CONTROL

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CONTENTS

1	INTRODUCTION	1
2	PARKING PROVISION	4
3	MANAGEMENT STRATEGY	12

1 INTRODUCTION

1.1 OVERVIEW

1.1.1. This Car and Cycle Parking Management Plan (CCMP) has been prepared by WSP on behalf of Havering and Wates Regeneration LLP ('the Applicant') to support a planning application for residential development at the Chippenham Road site, located in the London Borough of Havering (LBH).

1.1.2. The proposed development includes the:

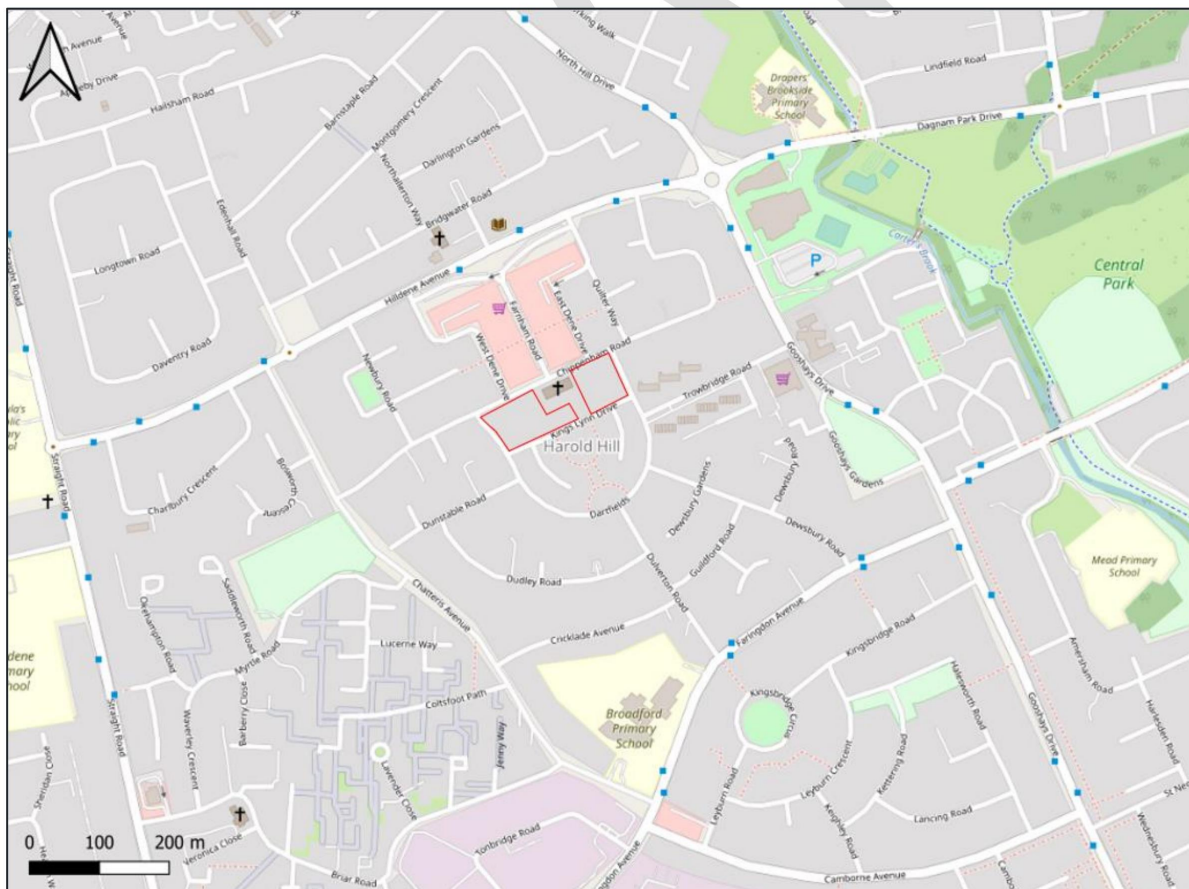
"Redevelopment of the site and the erection of four residential blocks to provide affordable housing units, landscaping works, car parking, cycle parking, plant and associated works."

1.2 SITE CONTEXT

1.2.1. The site is located in Harold Hill within the LBH. The site is bound by Chippenham Road to the north, Kings Lynn Drive to the south and Dartfields to the east and the west. The nearest town centre is Romford which is located three miles to the southwest. The site is currently occupied by residential units and has good access to local green spaces, community facilities and schools.

1.2.2. The location of the site in the wider context is illustrated in **Figure 1-1**.

Figure 1-1 – Site Location

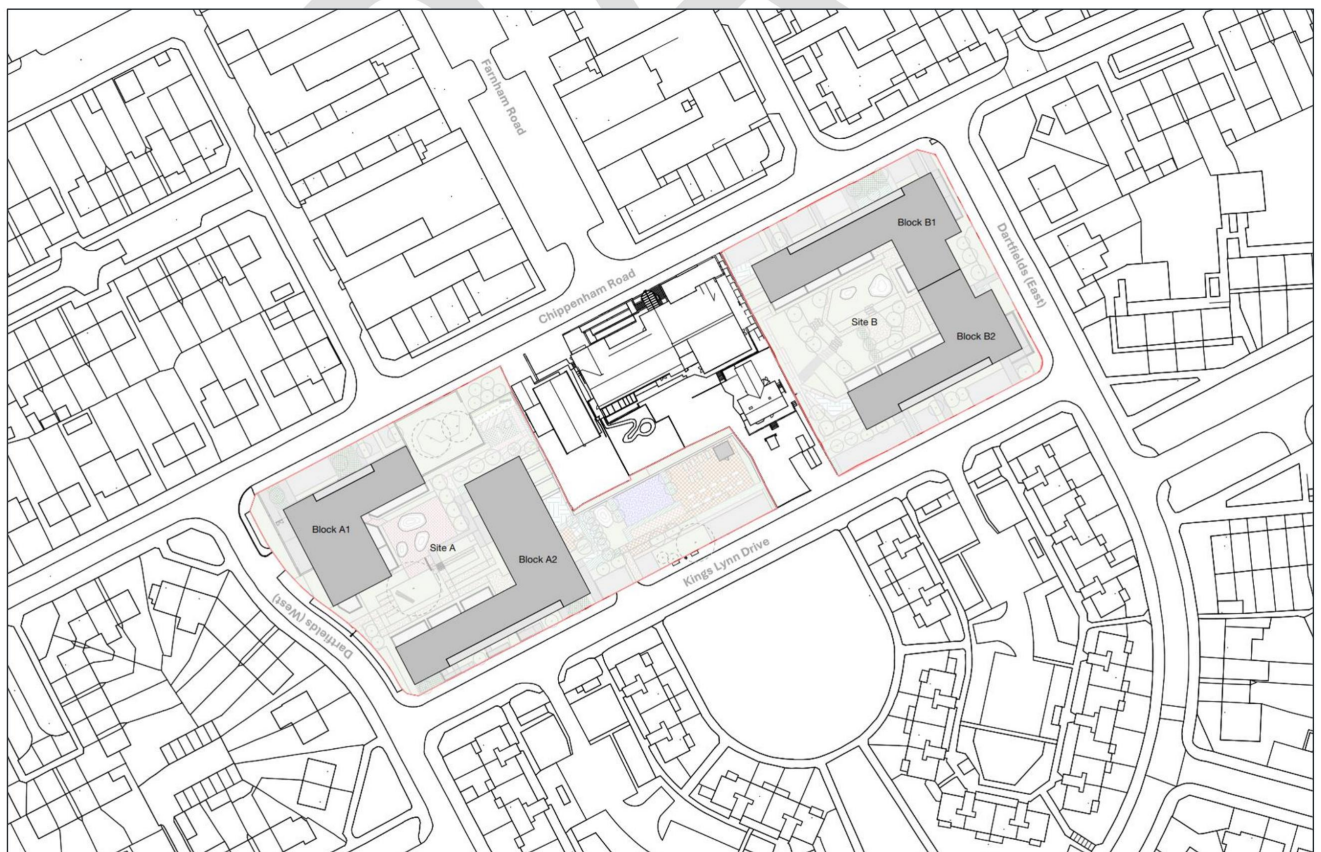


- 1.2.3. The site is formed by two parcels of land, separated by a central plot comprising three buildings: a Vicarage, a Funeral Services, and a Church Centre, which do not form part of the site or development proposals. Cumulatively, the site area is circa 1.4 ha. The site currently accommodates approximately 32 residential units, comprising 24 flats and eight houses. The Vicarage, Funeral Services, and Church Centre do not form part of the site and will be retained.

1.3 DEVELOPMENT PROPOSAL

- 1.3.1. The development proposals include the demolition of the current buildings on site to provide a total of 138 residential dwellings comprising of the following mix:
- 1-bed: 55 units
 - 2-bed: 61 units
 - 3-bed: 20 units
 - 4-bed: 2 units
- 1.3.2. The development proposals include 22 units which will be allocated for young people who require care and the remaining 116 units will be affordable housing. Approximately 14 of the units (10% of the total units) will be wheelchair accessible homes.
- 1.3.3. The proposed development consists of four buildings across the site as shown in **Figure 1-2**, labelled A1 and A2 at the west end of the site; and B1 and B2 at the east end of the site. The units for young people requiring care would all be provided within Building A2.

Figure 1-2 – Proposed Site Layout



1.4 REPORT STRUCTURE

- 1.4.1. This CCPMP sets out the long-term strategy for allocating, managing and monitoring on-site car parking and cycle parking.
- 1.4.2. The report is structured as follows:
- **Section 2** sets out the proposed car and cycle parking provision, including details of resident parking, visitor parking, disabled parking, electric vehicle charging points and car club arrangements; and
 - **Section 3** presents the proposed management strategy, including parking control measures, security measures, how parking will be allocated, enforced and maintained.

DRAFT

2 PARKING PROVISION

2.1 INTRODUCTION

- 2.1.1. This chapter outlines the proposed car and cycle parking arrangements, including resident parking, visitor parking, disabled parking, electric vehicle charging points and car club arrangements.

2.2 CAR PARKING PROVISION

Resident Car Parking

- 2.2.1. The development proposals include 44 car parking spaces on-site, including five accessible parking spaces. The affordable housing units would be allocated 42 car parking spaces, and two car parking spaces will be for staff parking associated with the home for young people requiring care.
- 2.2.2. The proposed parking provision is in accordance with the London Plan maximum car parking standards for sites in outer London. The LBH parking standards refer to the London Plan maximum car parking standards for sites with a PTAL score of 2 or higher. The applicable London Plan maximum parking standards are shown in **Table 2-1**.

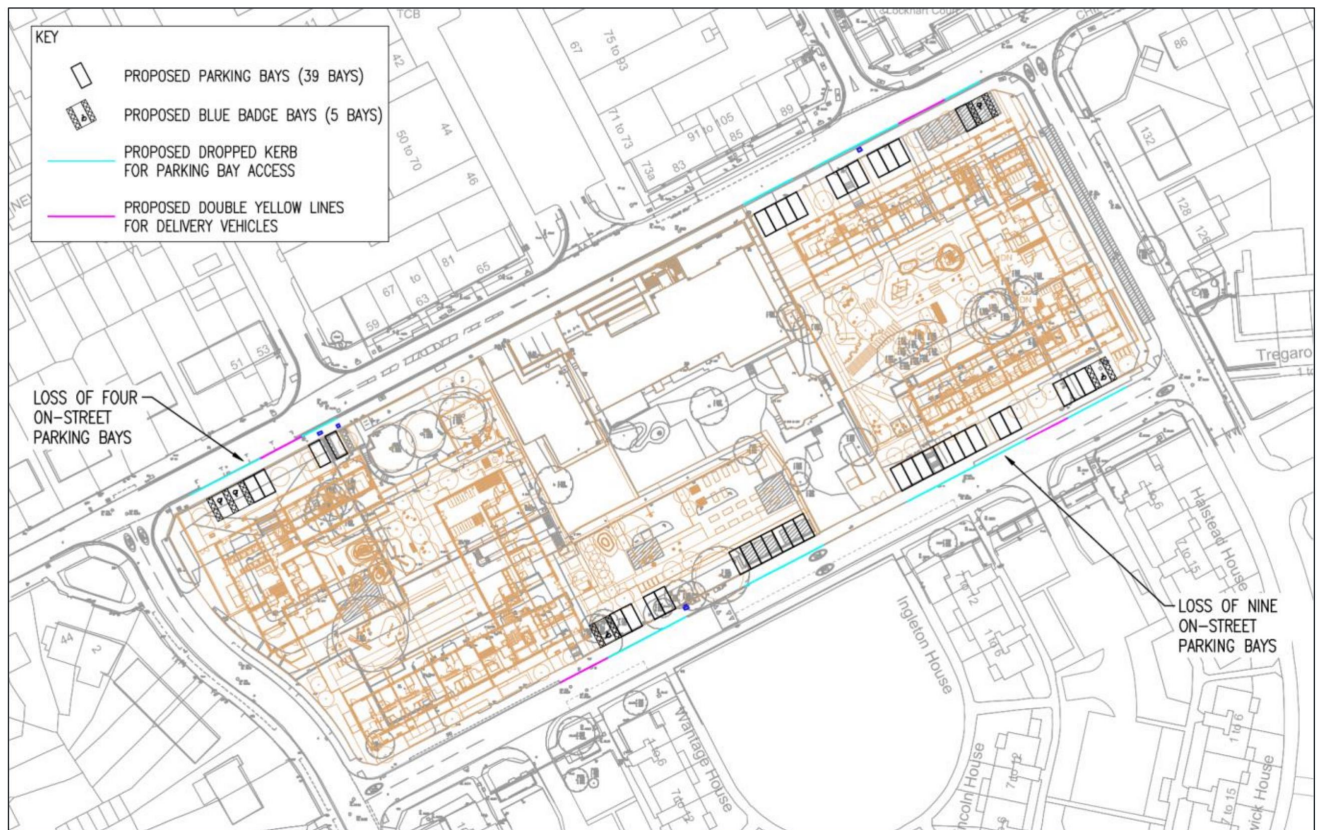
Table 2-1 - London Plan Maximum Car Parking Standards

Type	London Plan Maximum Parking Standards (spaces per unit)	Proposed Residential Units	Maximum Parking Spaces
1-bed	0.75	54	41
2-bed	0.75	62	47
3-bed	1	20	20
4-bed	1	2	2
Total	-	138	109

Overall maximum parking ratio of 0.8 spaces per unit

- 2.2.3. **Figure 2-1** shows the location of the proposed car parking on-site, which would front Chippenham Road and Kings Lynn Drive only. The plans id also provided as **Appendix A**.

Figure 2-1 - Proposed On-site Car Parking Layout



Visitor Car Parking

- 2.2.4. Visitors will be able to park on-street, on either Dartfields or Kings Lynn Drive. On-street parking surveys were undertaken in October 2023 which showed spare parking capacity on streets surrounding the site, and in the wider areas. Kings Lynn Drive and Dartfields are not within a controlled parking zone.

Accessible Car Parking

- 2.2.5. The proposals include five accessible car parking spaces on the site. The requirement is to provide 3% active provision, based on the number of residential units. Therefore, a minimum of four accessible spaces would be required for the 138 residential units.

Electric Vehicle (EV) Parking

- 2.2.6. The provision of EV charging points on-site will be in accordance with the requirements set out in the London Plan, therefore, eight active EV charging points will be provided on-site.
- 2.2.7. The London Plan requires EV charging points be provided for 20% of parking spaces provided, with passive provision for the remaining 80% of spaces.

Car Club

- 2.2.8. The development proposals will also include the provision of car club space on-street, the location of which will be confirmed through discussions with a car club operator and LBH.

- 2.2.9. Car club membership will be provided to residents upon first occupation. Details of the car club membership will be provided following consultation with car club operators and LBH, and will be set out as part of the Section 106 Agreement.
- 2.2.10. The benefits of the car clubs will be highlighted to future residents, including:
- **Cheaper** – owning a car has the added cost of insurance, tax, service and maintenance and depreciation.
 - **Greener** – generally those involved in the scheme choose walking, cycling and public transport as their mode of travel, using the car club only when it is the best option.
 - **Convenient** – you can book with a minute's notice and be on your way in a clean, well looked after car, which you use only for as long as you need it.

2.3 CYCLE PARKING PROVISION

- 2.3.1. Cycle parking on the site is provided in accordance with the London Plan minimum cycle parking standards. As set out in the LBH Local Plan, cycle parking will be provided in line with the London Plan which are shown in **Table 2-2**.

Table 2-2 – London Plan Minimum Cycle Parking Standards

Use	Long-Stay spaces	Short-Stay spaces
C3-C4 dwellings (all)	1 space per studio and 1-person 1-bed unit; 1.5 spaces per 2 person 1-bed units; and 2 spaces per all other dwellings	1 space per 40 units.

- 2.3.2. The required number of long and short-stay cycle spaces by building, based on the London Plan minimum standards, is set out in **Table 2-3**.

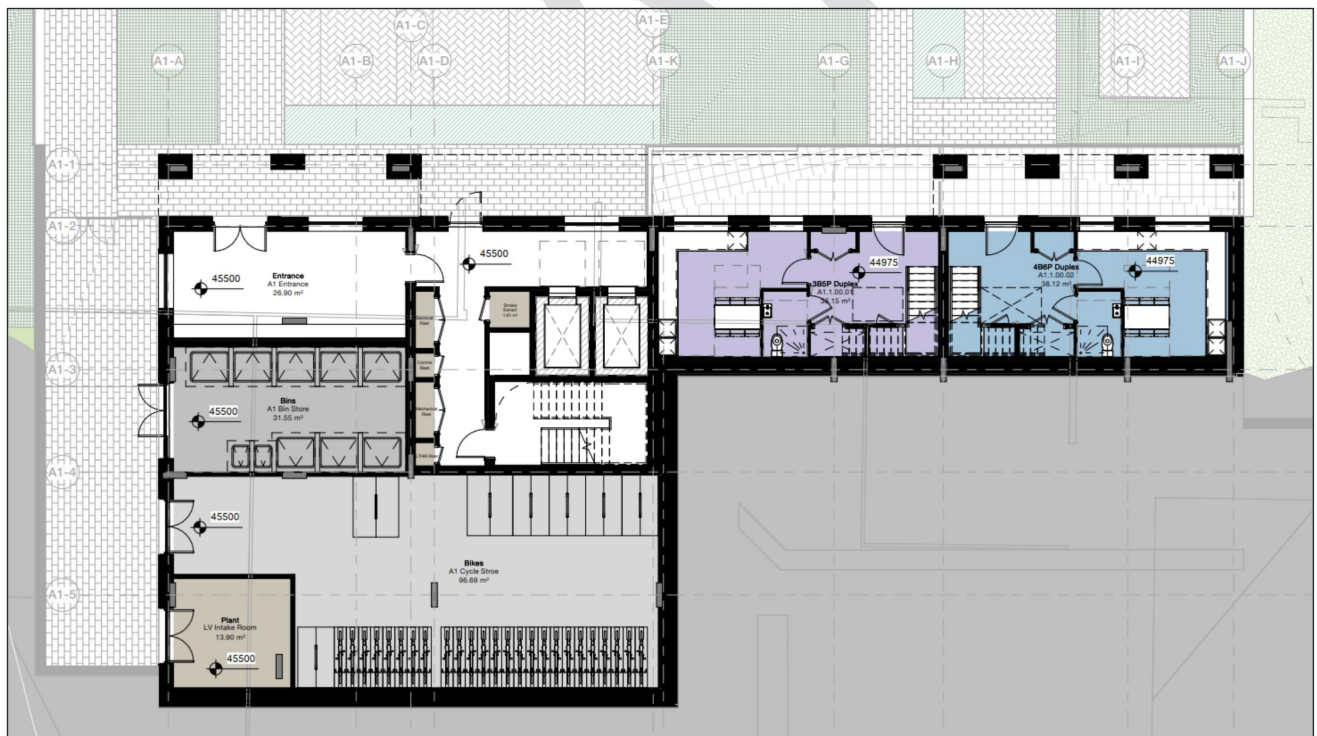
Table 2-3 – Required Number of Cycling Parking Spaces

Building	Long-Stay spaces	Short Stay spaces
A1	61	4
A2 (Young Persons Housing)	33	
A2 (Affordable Housing)	35	
B1	71	
B2	49	

Total	249	4
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- 2.3.3. With regard to the layout of the long-stay cycle parking, the London Plan makes reference to the TfL London Cycling Design Standards.
- 2.3.4. A mix of long-stay cycle parking is proposed as follows:
- 80% Two-tier stands;
 - 15% Standard Sheffield stands; and
 - 5% Accessible Sheffield stands.
- 2.3.5. The Long stay cycle stores will be located at ground floor level in Buildings A1 and B1 which would be accessed via Chippenham Road.
- 2.3.6. Long stay cycle stores will be located at lower ground floor level in Buildings A2 and B2 and would be accessed via Dartfields (West) and Dartfields (East).
- 2.3.7. **Figure 2-2** shows the layout of the long-stay cycle parking for Building A1, which would be for the affordable housing units only. The long-stay cycle store for Building A1 would be accessed via Chippenham Road.

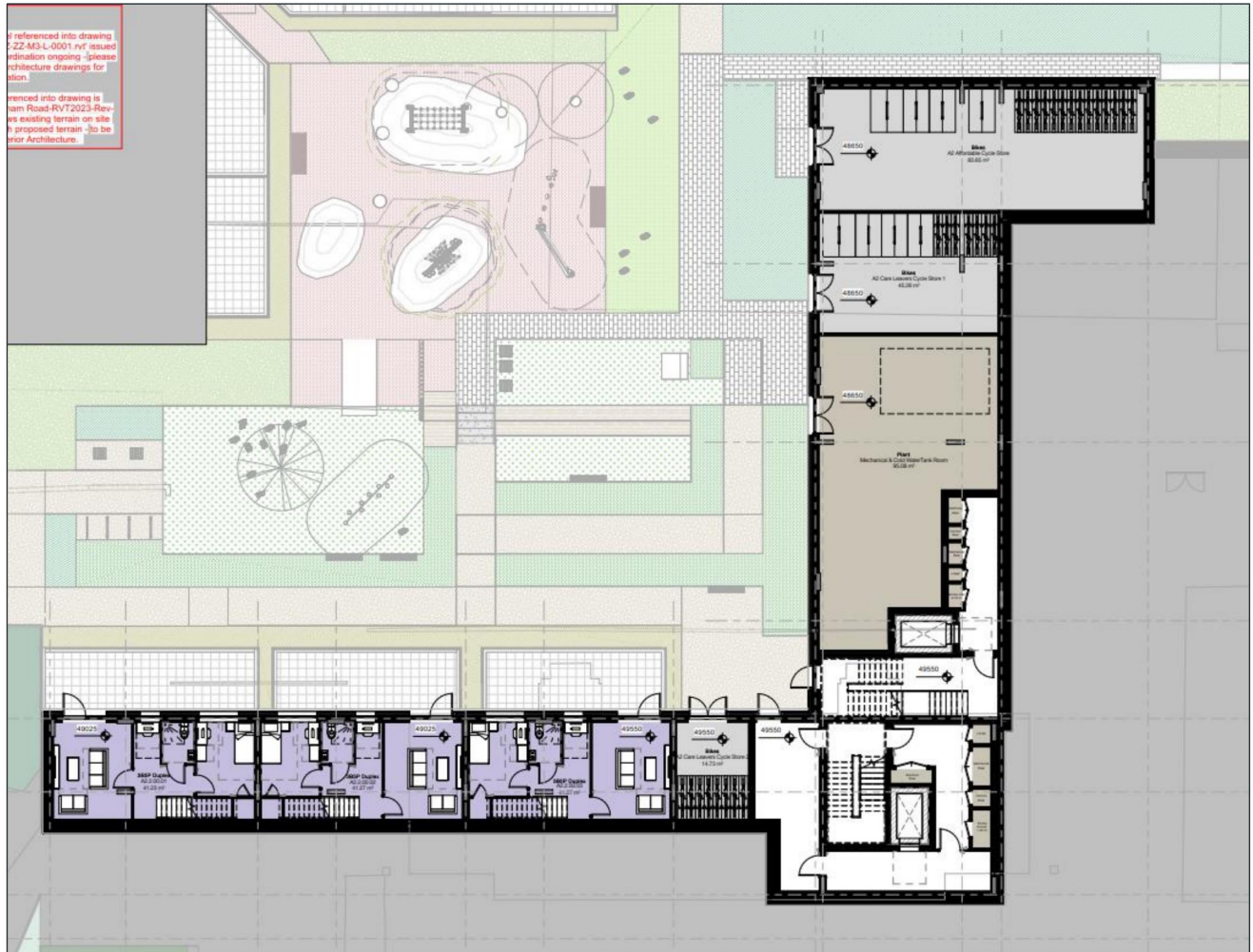
Figure 2-2 – Long-stay Cycle Parking Layout at Ground Floor for Building A1



- 2.3.8. The cycle store for Building A1 shows 50 two-tiered spaces; ten standard Sheffield stand spaces; and four enlarged Sheffield stand spaces, a total of 64 long-stay cycle parking spaces.

- 2.3.9. **Figure 2-3** shows the layout of the long-stay cycle parking for Building A2, which would accommodate both affordable housing and housing for young people who require care, with separate cycle stores proposed. The long-stay cycle parking for the young people who require care would be provided over two cycle stores. The long-stay cycle store for Building A2 would be accessed via Dartfields (West).

Figure 2-3 – Long-stay Cycle Parking Layout at Lower Ground Floor Level for Building A2



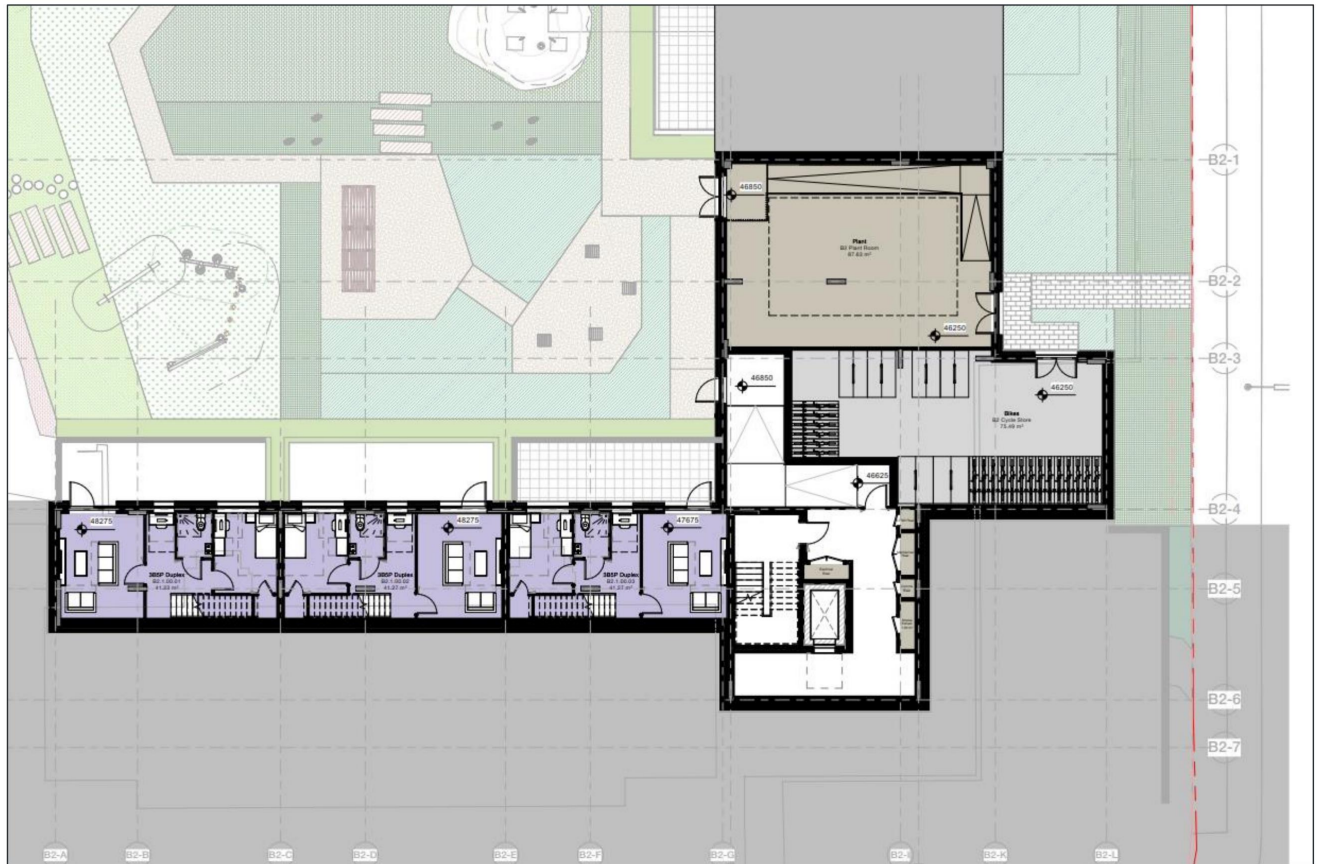
- 2.3.10. The cycle store for young people who require care has 14 two-tiered spaces; six standard Sheffield stand spaces; and two enlarged Sheffield stand spaces in one store, and 16 two-tiered spaces only in the second store, a total of 38 long-stay spaces. The cycle store for the affordable housing units has 28 two-tiered spaces; six standard Sheffield stand spaces; and two enlarged Sheffield stand spaces, a total of 36 long-stay spaces.
- 2.3.11. **Figure 2-4** shows the layout of the long-stay cycle parking for Building B1, which would be for the affordable housing units only. The long-stay cycle store for Building B1 would be accessed via Chippenham Road.

Figure 2-4 – Long-stay Cycle Parking Layout at Ground Floor for Building B1



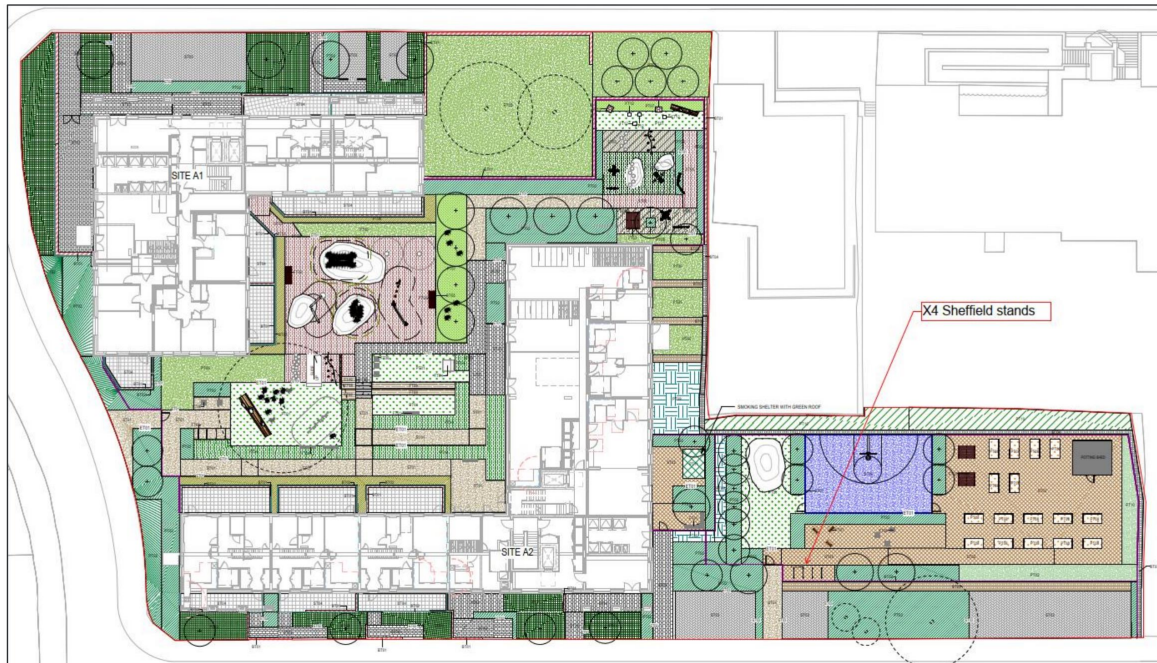
- 2.3.12. The cycle store for Building B1 has 58 two-tiered spaces; twelve standard Sheffield stand spaces; and four enlarged Sheffield stand spaces, a total of 74 long-stay spaces.
- 2.3.13. **Figure 2-5** shows the layout of the long-stay cycle parking for Building B2, which would be for the affordable housing units only. The long-stay cycle store for Building B2 would be accessed via Dartfields (East).

Figure 2-5 – Long-stay Cycle Parking Layout at Lower Ground Floor for Building B2



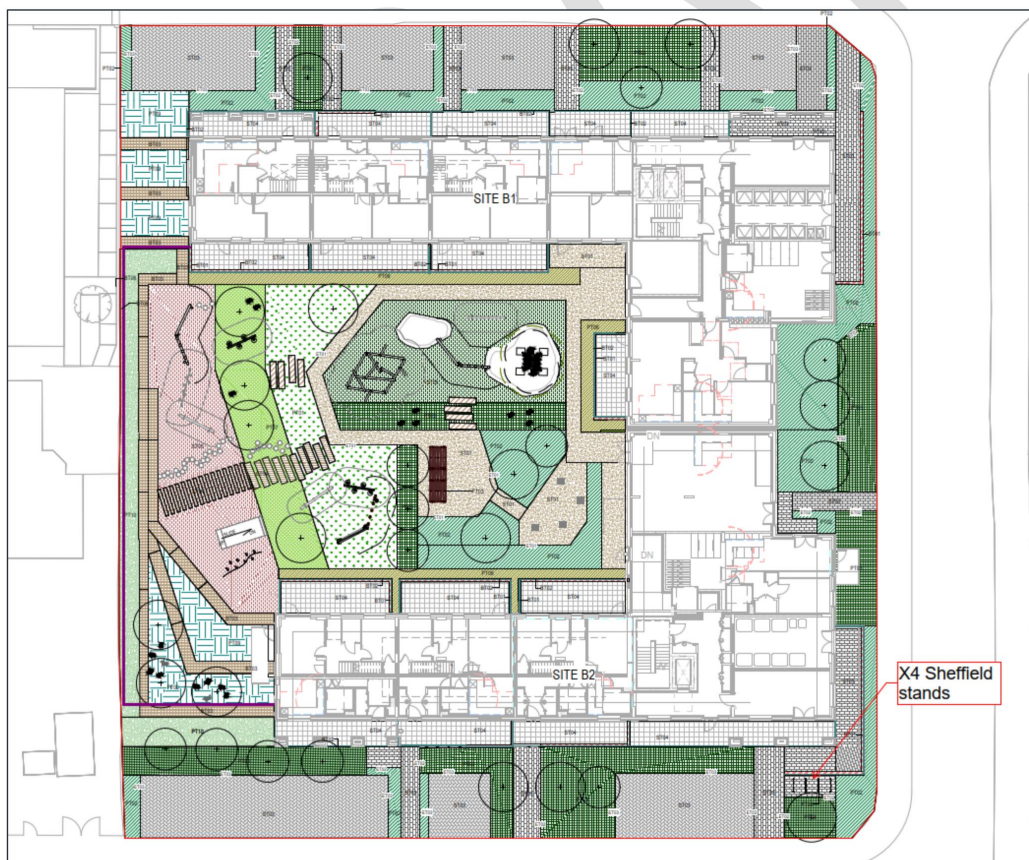
- 2.3.14. The cycle store for Building B2 has 40 two-tiered spaces; eight standard Sheffield stand spaces; and four enlarged Sheffield stand spaces, a total of 52 long-stay spaces.
- 2.3.15. The long-stay cycle store layouts for each building are provided as **Appendix B**.
- 2.3.16. **Figure 2-6** shows the four short stay cycle parking stands (8 short-stay spaces) next to Building A2.

Figure 2-6 – Short-stay cycle parking location – Building A2 Ground Floor



2.3.17. **Figure 2-7** shows the four short stay cycle parking stands (8 short-stay spaces) next to Building B2.

Figure 2-7 – Short-stay cycle parking location – Building B2 Ground Floor



2.3.18. The location of the short-stay spaces are shown on plans provided as **Appendix C**.

3 MANAGEMENT STRATEGY

3.1 INTRODUCTION

- 3.1.1. This chapter presents the proposed parking management strategy, including parking control measures, security measures, and how parking will be allocated, enforced and maintained.

3.2 ON-SITE PARKING MANAGEMENT AND ENFORCEMENT

Parking allocation and management

- 3.2.1. The proposals include a total of 44 on-site car parking spaces which will be private and allocated to the residents on-site, with 42 car parking spaces allocated to the 116 affordable units and two parking spaces allocated to the young people requiring car units, specifically visitors. The Site Management Team will be responsible for allocating parking spaces for the affordable units.
- 3.2.1. The proposals include five accessible parking spaces on-site. Residents will apply for accessible parking and would have to prove eligibility, i.e. following the Blue Badge eligibility criteria or similar criteria. The allocation of accessible parking spaces will be undertaken by the Site Management Team. It is expected accessible parking spaces will mostly be allocated to tenants residing in the Wheelchair Accessible Units. The use and demand for accessible parking will be monitored, with additional accessible parking bays provided if there is demand in the future.
- 3.2.2. To ensure all parking spaces located on the site are being utilised and are not being left vacant, space usage will be regularly monitored by the Site Management Team.
- 3.2.3. The on-site car parking spaces will be private and used by residents of the site only. The on-site car parking will be managed and enforced by the Site Management Team. The Site Management Team will be responsible for installing required signage for on-street parking if needed.
- 3.2.4. The Site Management Team will be responsible for associated enforcement issues such as bays being used incorrectly or obstructive parking.

Electric vehicle charging

- 3.2.5. To encourage sustainable travel, electric vehicle charging points will be provided in line with the London Plan. The London Plan required that 20% of residential parking spaces across the development have electric vehicle charging points, with the remaining bays featuring passive provision for future conversion into electric charging bays. It is proposed as part of this development that 20% of bays have electric vehicle charging points, eight electric vehicle spaces, and the remaining 80% of spaces, 36 spaces, have infrastructure in place for future conversion.
- 3.2.6. The location of the charging points for active provision, eight electric vehicle spaces, will be set out at the detailed design stages.
- 3.2.7. The proposals will ensure that:
- All electric vehicle parking spaces are clearly signed and located in prominent, convenient and accessible locations.
 - They meet the appropriate technical standards for the type of development.
 - A full cabling network will be installed in the car parking area to support all active and passive charging points.

- The provision in terms of the minimum nominal rated output will accord with Part S of Building Regulations, which requires an output of 7kW. The proposed floor-standing charging point is 7kW and the wall-mounted version is 7.4kW, both of which are fully compliant with Part S requirements.

3.2.8. The demand and use of electric vehicle charging points will be managed by the Site Management Team.

Car Clubs

3.2.9. It is proposed that a car club bay is provided on-street within the vicinity of the development site. This will provide residents who do not own a car with an opportunity to use one when they require.

3.2.10. The on-street car club bay will be managed by the car club operator.

3.2.11. The usage of the car club available on-site would be monitored and reported prior to implementation of a second vehicle. It should be noted ZipCar have a threshold of 45% utilisation before they look to increase the number of car club vehicles on site, and Enterprise adopts a lower threshold of approximately 30% utilisation. This monitoring exercise would help ensure supply meets demand for the use of the car club.

3.2.12. The location of the car club bay will maximise exposure and ensures the bays are conveniently located in highly visible and accessible locations.

3.2.13. The chosen car club provider will be marketed at the development through:

- Bespoke marketing material
- Advertisement within the development
- Car Club operators themselves

On-site Cycle Parking

3.2.14. Cycle parking provision will adhere to the standards set out within the London Plan and its design ensures that cycle parking is located in areas that are both convenient and secure. The final development proposals consist of:

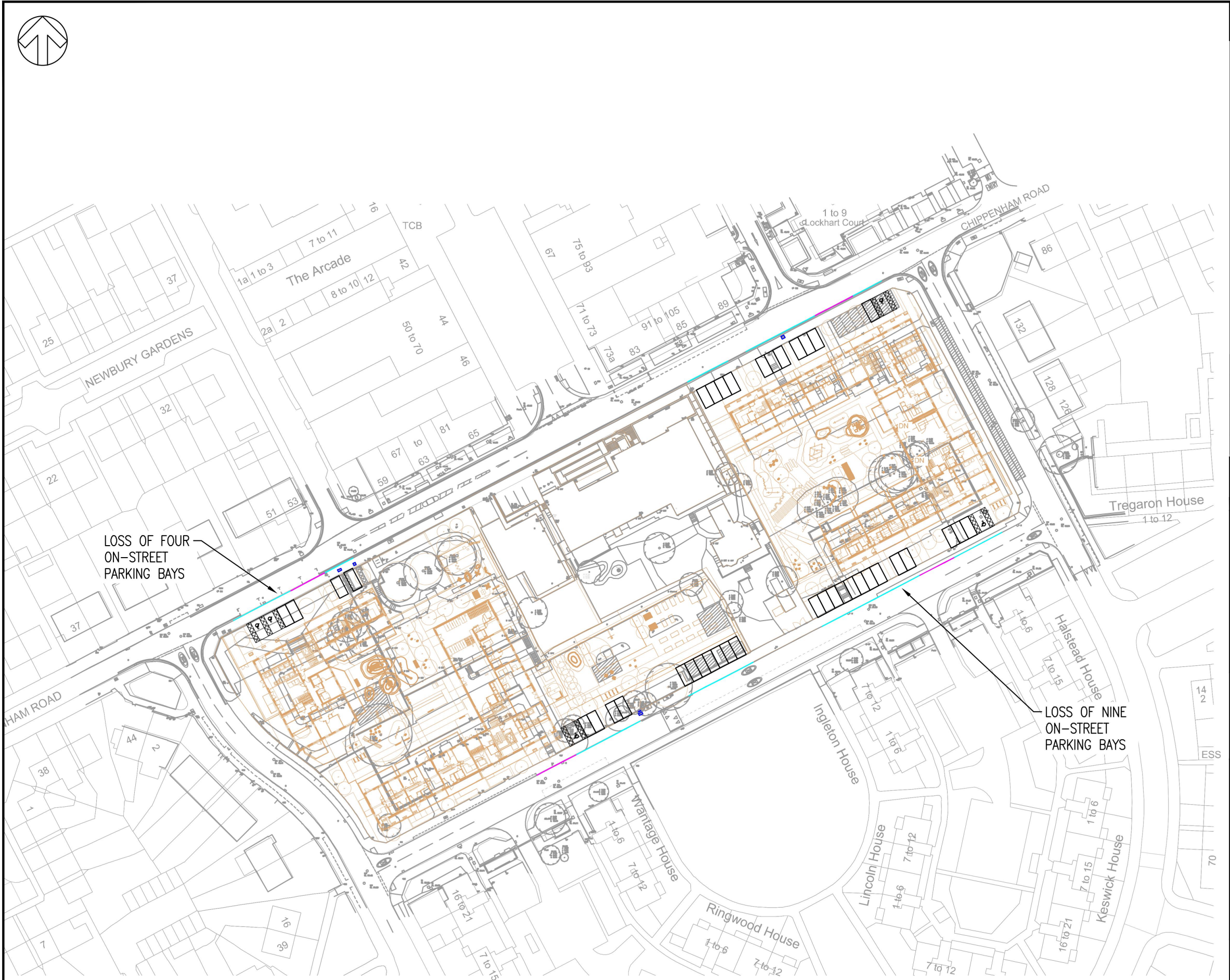
- Long stay cycle parking provision for residents will be covered, secure, and located internally.
- Short stay cycle parking provision for visitors will be provided across the site.

3.2.15. The Travel Plan coordinator will undertake a count of cycle parking usage at the time of the Travel Plan surveys to understand existing use and establish whether there is a need for an increase in provision. If the survey results indicate there is an insufficient number of cycle parking spaces on-site then this will be reflected in the action plan of the Travel Plan monitoring reports.

APPENDIX A – CAR PARKING LAYOUT

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File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70108580-SK-TP-0003.DWG, HAVERING AND FARNHAM03 WIP\TRANSPORT\03 DRAWINGS\70108580-SK-TP-0003.DWG, printed on 04 July 2024 10:28:23, by Burton, Craig



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DO NOT SCALE

KEY

 PROPOSED PARKING BAYS (39 BAYS)

 PROPOSED BLUE BADGE BAYS (5 BAYS)

 PROPOSED DROPPED KERB FOR PARKING BAY ACCESS

 PROPOSED DOUBLE YELLOW LINES FOR DELIVERY VEHICLES

 EXISTING COVER TO BE REINFORCED AND/OR COVER LEVEL ADJUSTED

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

P04	04/07/2024	CRJB	UPDATED ARCHITECT AND LANDSCAPE LAYOUTS	AT	AT
P03	13/06/2024	CRJB	UPDATED ARCHITECT AND LANDSCAPE LAYOUTS	AT	AT
P02	22/02/2024	CRJB	BAY RELOCATED, ANNOTATIONS ADDED	AT	AT
P01	12/02/2024	CRJB	FIRST ISSUE	AT	AT
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

S2 - FOR INFORMATION



WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+ 44 (0) 207 314 5000, F+ 44 (0) 207 314 5111
wsp.com

CLIENT:

ARCHITECT:

PROJECT:

TITLE:

CHIPPENHAM ROAD, HAVERING AND FARNHAM

PROPOSED PARKING, DELIVERY & SERVICING STRATEGY

SCALE @ A3:	CHECKED:	APPROVED:	
1:1000	AT	AT	
PROJECT No:	DESIGNED:	DRAWN:	DATE:
70108580	CRJB	CRJB	July 24
DRAWING No:	REV:		
70108580-SK-TP-0003	P04		

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APPENDIX B – LONG-STAY CYCLE PARKING PLANS

DRAFT

Note:

-Landscape model referenced into drawing is 'CHIPP-EXA-ZZ-ZZ-M3-L-0001.rvt' issued on 20.06.24. Coordination ongoing - please refer to Exterior Architecture drawings for landscape information.

-Existing topo referenced into drawing is 'L11759-Chippenham Road-RVT2023-Rev-B'. Currently shows existing terrain on site which clashes with proposed terrain - to be resolved with Exterior Architecture.

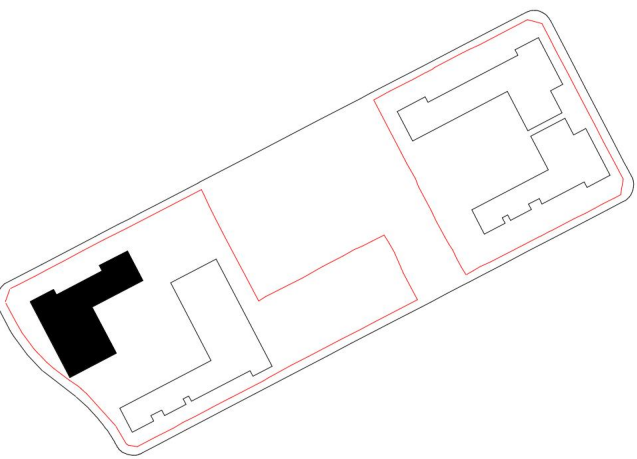


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Rev	Description	Date
P01	Issued for Stage 2 Design Freeze	16.02.24
P02	Issued for Stage 2 Design Freeze Update	23.02.24
P03	Issued for Area Reduction	12.04.24
P04	Issued for Planning Design Freeze	21.06.24

Notes:

- Indicative column positions shown - locations to be reviewed and coordinated with Evolve.
- Building areas to be re-calculated following consultant team input.
- Lift sizing as per Stage 2 design.



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London EC1V 4QJ

mail@hawkinsbrown.com
hawkinsbrown.com

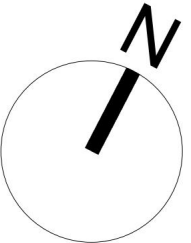
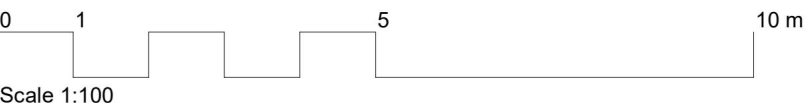
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Project
Chippenham Road
Harold Hill
Romford
RM3 8DX

Drawing
Block A1 - Proposed Ground
Floor Plan

Scale @ 1' = 100		Date 01/05/24	
Drawn By LP		Checked By AB	
Job Number 230112	Status S1	Purpose of Issue For Coordination	
Drawing No. CHIPP-HBA-A1-00-DR-A-000150		Rev P04	

1 Block A1-Proposed Ground Floor Plan
1 : 100





Note:

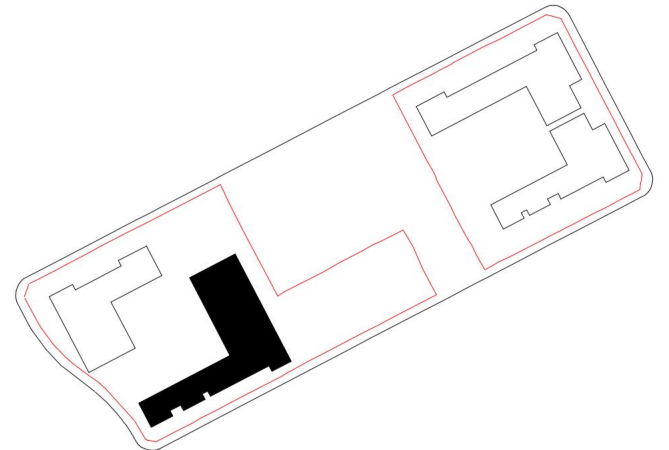
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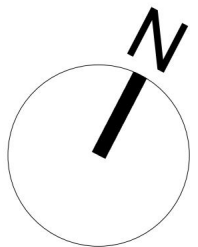
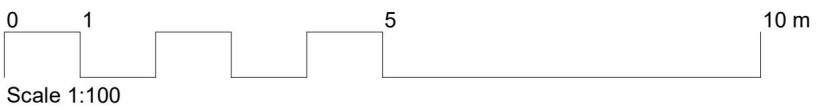
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Project
Chippenham Road
Harold Hill
Romford
RM3 8DX

Drawing
Block A2 - Proposed Lower
Ground Floor Plan

Scale @ 1:100		Date 19/04/24
Drawn By LP		Checked By AB
Job Number 230112	Status S1	Purpose of Issue For Coordination
Drawing No. CHIPP-HBA-A2-LG-DR-A-000159		Rev P04

1 Block A2-Proposed Lower Ground Floor Plan
1 : 100



Note:

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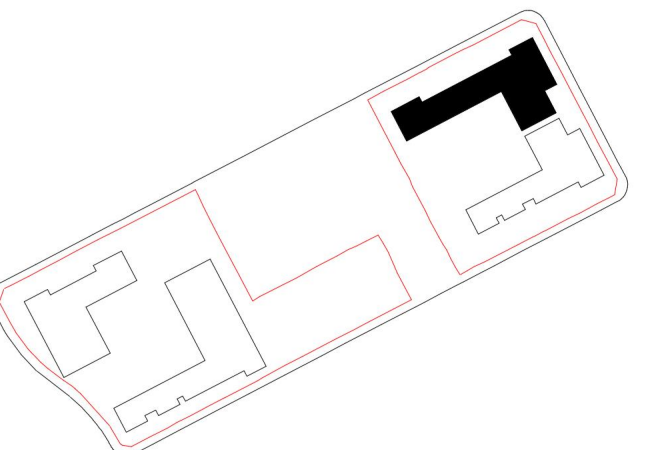
Rev	Description	Date
P01	Issued for Stage 2 Design Freeze	16.02.24
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P03	Issued for Area Reduction	01.05.24
P04	Issued for Planning Design Freeze	21.06.24

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Project
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Romford
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Drawing
Block B1 - Proposed Ground Floor Plan

Scale @ A1 1 : 100	Date 01/05/24
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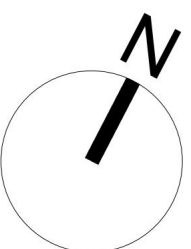
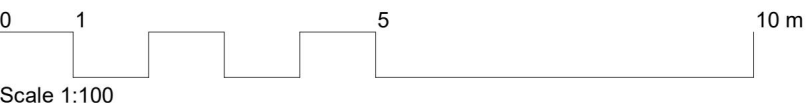
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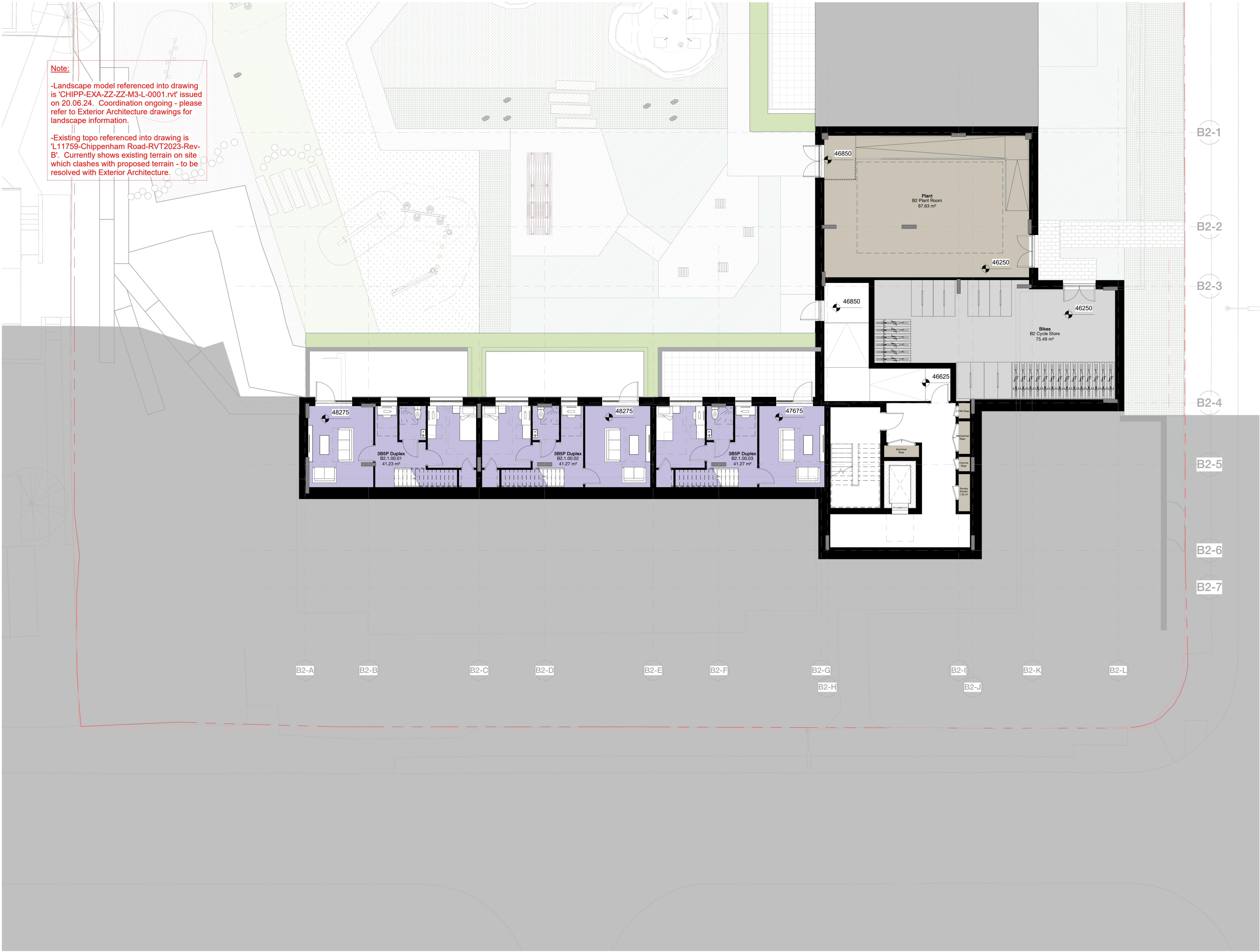
Job Number 230112	Status S1	Purpose of Issue For Coordination
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Drawing No. CHIPP-HBA-B1-00-DR-A-000170	Rev P04
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1 Block B1-Proposed Ground Floor Plan
1 : 100





Note:

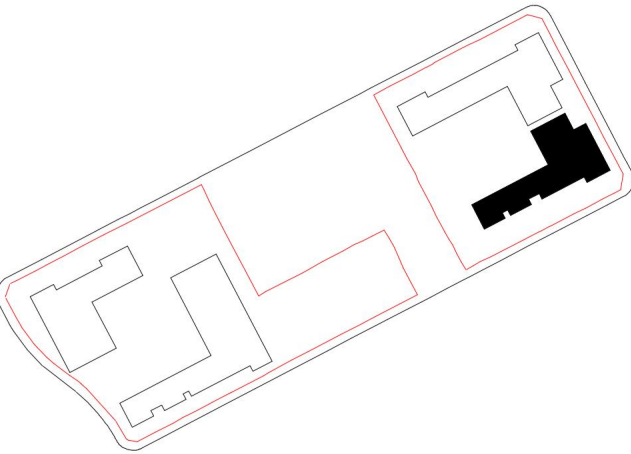
-Landscape model referenced into drawing is 'CHIPP-EXA-ZZ-ZZ-M3-L-0001.rvt' issued on 20.06.24. Coordination ongoing - please refer to Exterior Architecture drawings for landscape information.

-Existing topo referenced into drawing is 'L11759-Chippenham Road-RVT2023-Rev-B'. Currently shows existing terrain on site which clashes with proposed terrain - to be resolved with Exterior Architecture.

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No implied licence exists. This drawing should not be used to calculate areas for the purposes of valuation. Do not scale this drawing. All dimensions to be checked on the site by the contractor and such dimensions to be their responsibility. All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect. To be read in conjunction with Architect's specification and other consultant information.

Rev	Description	Date
P01	Issued for Stage 2 Design Freeze	16.02.24
P02	Issued for Stage 2 Design Freeze Update	23.02.24
P03	Issued for Area Reduction	10.05.24
P04	Issued for Planning Design Freeze	24.06.24

- Notes:**
- Indicative column positions shown - locations to be reviewed and coordinated with Evolve.
 - Building areas to be re-calculated following consultant team input.
 - Lift sizing as per Stage 2 design.



159 St John Street
London EC1V 4QJ

mail@hawkinsbrown.com
hawkinsbrown.com

Hawkins\Brown

Project
Chippenham Road
Harold Hill
Romford
RM3 8DX

Drawing
Block B2 - Proposed Lower
Ground Floor Plan

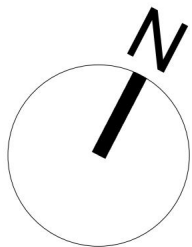
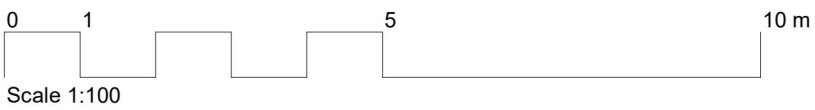
Scale @ A1 1 : 100	Date 02/02/24
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Drawn By LP	Checked By AB
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Job Number 230112	Status S1	Purpose of Issue For Coordination
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Drawing No. CHIPP-HBA-B2-LG-DR-A-000179	Rev P04
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1 Block B2 - Proposed Lower Ground Floor Plan
1 : 100



APPENDIX C – SHORT-STAY CYCLE PARKING PLANS

DRAFT