



Parking Design and Management Plan (PDMP)

London Borough of Havering

ADDRESS:

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1. INTRODUCTION

- 1.1 This Parking Design and Management Plan (PDMP) has been prepared in support of a full planning application for the subdivision of the existing residential garden to create a new three-bedroom dwelling within the London Borough of Havering.

2. PROPOSED DEVELOPMENT

- 2.1 The proposal involves: New Dwelling – Revised from previously approved dwelling (application reference: P1851.23) to include raising the roof, loft conversion with rear dormer window and front porch.
- 2.2 The planning application follows pre-application design advice (ref. W0271.25) and a formal response received by Havering Local Planning Authority (LPA) on 05/12/2025.
- 2.3 In terms of car parking, the proposal includes:
- Provision of two off-street car parking spaces for the proposed three-bedroom dwelling;
 - Retention of two existing off-street car parking spaces serving the host dwelling;
 - Retention of two separate vehicular access points, one serving each dwelling;
 - No loss of on-street parking capacity.
- 2.4 The PDMP demonstrates that the proposed parking arrangement is safe, functional, policy-compliant, and will not result in adverse impacts on highway safety or residential amenity.

3. SITE CONTEXT

- 3.1 The application site features land within the curtilage of 115 New Zealand Way, a two storey end of terrace dwellinghouse. The application site comprises a domestic residential curtilage and is currently occupied by a double garage and ancillary sheds constructed over existing hardstanding.
- 3.2 The site comprises an existing single residential dwelling with a double garage and front driveway providing off-street parking. The rear garden is of sufficient size to allow subdivision and development of a new dwelling without compromising access, parking provision, or the character of the area.
- 3.3 The surrounding area is predominantly residential in character, with a mix of terrace and semi-detached dwellings, many of which benefit from off-street parking. The site is located in an area with moderate access to public transport (PTAL 2) and local services.

4. PROPOSED PARKING PROVISION

4.1 The proposed parking provision is as follows:

Dwelling	Number of Bedrooms	Parking Spaces Provided	Location of Parking
Existing host dwelling	3 bedrooms (existing)	2 spaces	Front driveway (retained)
Proposed new dwelling	3 bedrooms	2 spaces	On-plot parking within curtilage

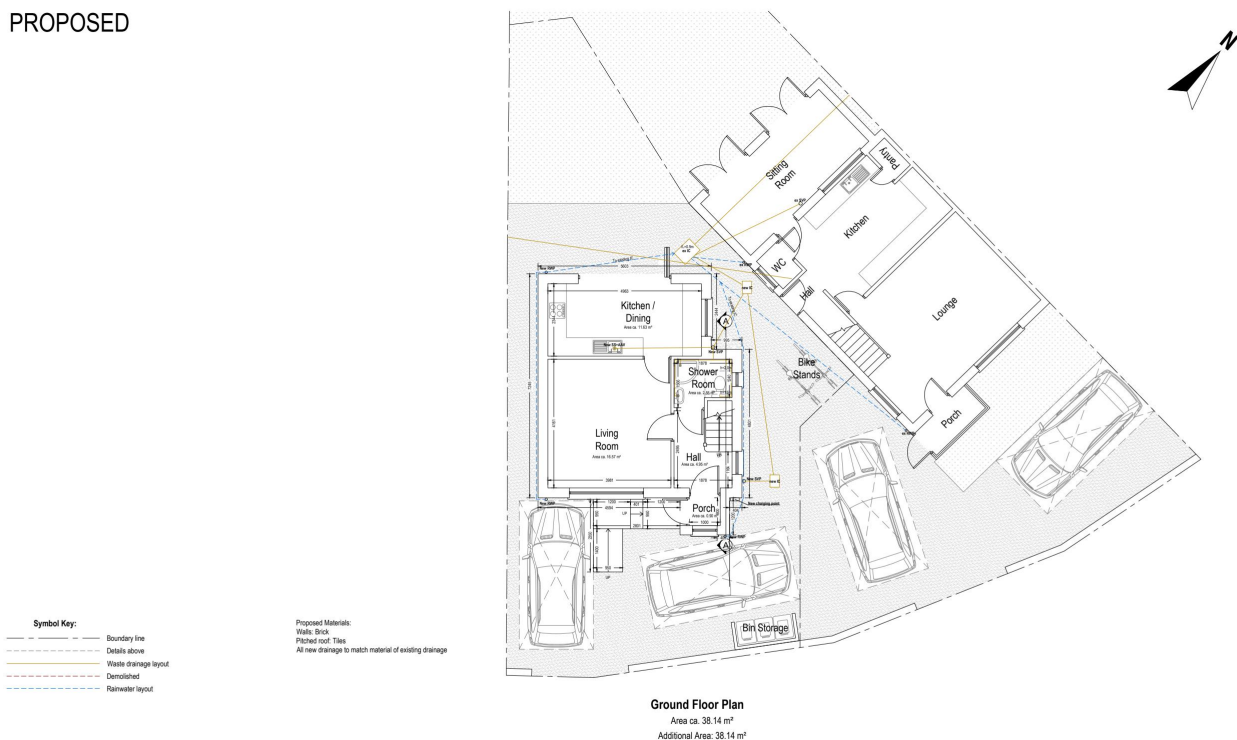
4.2 A total of four off-street parking spaces will be provided across the site, ensuring that both dwellings are independently served.

4.3 The proposed level of parking provision accords with:

- London Plan Policy T.1 (Strategic approach to transport), which promotes sustainable development while ensuring that parking provision is appropriate to site context and local circumstances;
- Havering Local Plan Policy 24: Parking Provision and Design, which requires parking to be:
 - ⇒ Adequate to serve the development;
 - ⇒ Located on-plot where possible;
 - ⇒ Designed to minimise impact on street scene and highway safety.

4.4 The proposal provides the appropriate number of spaces for a three-bedroom dwelling in a suburban location and avoids reliance on on-street parking.

PROPOSED



5. PARKING DESIGN AND LAYOUT

5.1 All parking spaces will:

- Meet or exceed Havering's minimum dimensional standards;
- Be independently accessible without the need to move other vehicles;
- Be hard-surfaced using permeable or semi-permeable materials where feasible;
- Be clearly defined and usable at all times.

5.2 Access and Manoeuvring

- Two existing vehicular access points will be retained, with one access serving each dwelling;
- Vehicles will be able to enter and exit the site in a forward gear;
- Adequate turning and manoeuvring space will be provided within the site boundaries;
- The accesses will retain appropriate visibility splays in accordance with highway safety requirements.

5.3 The proposed arrangement avoids vehicle conflict between the two dwellings and ensures safe and convenient access for residents and visitors.

6. PARKING MANAGEMENT

6.1 Allocation and Use

- The two parking spaces serving the proposed dwelling will be allocated exclusively to that dwelling;
- The two retained spaces will remain solely for use by the host dwelling;
- No parking will take place on shared or unallocated areas of the site.

6.2 Visitor Parking

Given the provision of on-plot parking for both dwellings, visitor parking demand is expected to be limited and manageable within the surrounding highway network, consistent with the existing residential character of the area.

6.3 Future Management

The parking spaces will be maintained as part of the residential curtilage of each dwelling and will remain available for parking in perpetuity. No conversion or loss of parking spaces is proposed.

7. IMPACT ON HIGHWAY SAFETY AND AMENITY

7.1 The proposed development will:

- Not result in increased pressure on on-street parking;
- Not prejudice highway safety;
- Maintain safe pedestrian and vehicular movement;
- Preserve the residential character and visual amenity of the street.

- 7.2 By retaining separate access points and providing adequate on-site parking, the proposal avoids over-intensification of the site and aligns with best practice in residential parking design.

8. CONCLUSION

- 8.1 This Parking Design and Management Plan demonstrates that the proposed subdivision and new three-bedroom dwelling:
- Provides appropriate and policy-compliant parking provision;
 - Retains existing parking for the host dwelling;
 - Ensures safe and independent vehicular access for both dwellings;
 - Complies with London Plan Policy T.1 and Havering Local Plan Policy 24: Parking Provision and Design;
 - Will not result in adverse impacts on highway safety or residential amenity.
- 8.2 The proposed parking arrangements are therefore considered acceptable and suitable to support the planning application.