



Birchwood House, 15 Green Lane, Northwood, HA6 2UZ

Car Management and Allocation Plan

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7 Churchill Court, 58 Station Road, Harrow, Middlesex HA2 7SA
Telephone: +44 (0) 20 8422 6814 Facsimile: +44 (0) 8423 5254
email: info@westcombe.uk.com

Company registration number: 9894362. VAT number: 246636684. Registered Office: 11-15 Willow Road London NW1 3ER



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Introduction

This statement has been prepared by Westcombe Homes Limited to support a revised part discharge of condition 6 (2d) which relates to car parking layout. The amendment is made to the approved planning application for the 'Erection of a residential building comprising 15 flats with associated parking, cycle storage, motorcycle parking, disabled parking and bin storage following demolition of existing residential block and pair of semi-detached houses. ("the Development").

Birchwood house form phase 2 of our development at Green Lane. For clarity, all conditions have been discharged and work on the site has begun. The site falls within the local planning authority boundary of the London Borough of Hillingdon.

This statement has been prepared by Westcombe Homes (the 'Developer') in order to ensure adequate car parking provision for the needs of the development are met throughout the lifetime of the development in accordance with planning policy. To ensure the management company can appropriately enforce the use of the car parking to ensure that only those eligible to make use of the facilities are using the facilities, this includes the prevention of parking by non-residents.

The Site

This development is located on the Eastern edge of the London School of Theology, at 15 Green Lane, Northwood, HA6 2UZ.

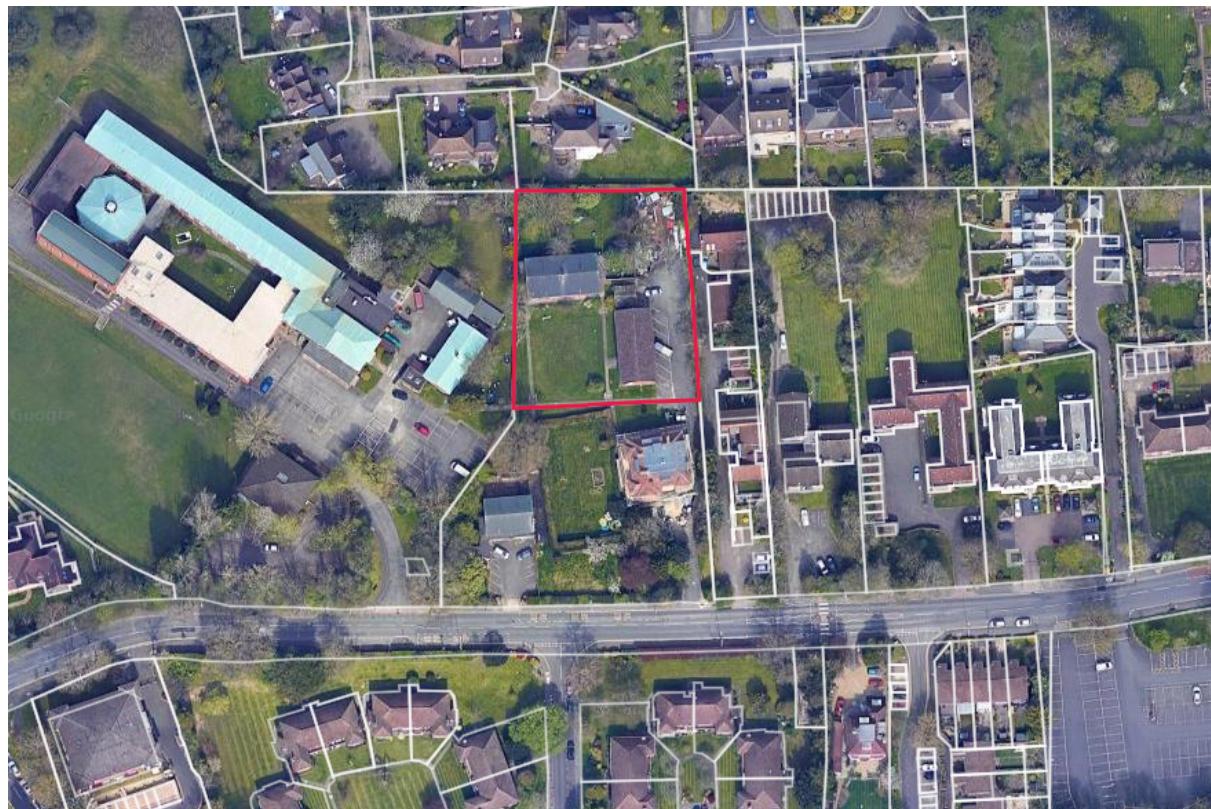


Figure 1 - Site Context Plan



The Development

Birchwood House received planning under application reference 10112/APP/2019/1244. This application sought and received approval for the “Erection of a residential building comprising 15 flats with associated parking, cycle storage, motorcycle parking, disabled parking and bin storage following demolition of existing residential block and pair of semi-detached houses.”

This consented planning application refers to the construction of 15 new building apartments, consisting of a lower ground, ground, first and second floor.

Referring to condition 6 (2)(d) of the consented scheme, a “Car Parking Layout for 24 parking spaces including 5 disabled spaces, 5 ‘active’ and 19 ‘passive’ electrical vehicle charging points and 1 motorcycle/scooter parking space” should be submitted to LPA for review.

Condition 20 further states that the units will not be occupied until a car parking and allocation management scheme is submitted. This plan must refer to the EV charging points, whilst the requirement that “all on-site car parking is allocated and dedicated for the use of each residential units”. Recent updates to building regulations state all new builds must have access to EV chargers in the form of either passive or active charging. This forms part of the reason for the amendments sought.

The site provides direct access to the dwellings via a private drive off Green Lane, the site lies within PTAL 3 and therefore it is fairly accessible as defined by Transport for London.

Please see the schedule of accommodation below.

Floor number	Apartment Number	Bedrooms
Basement	1	2
	2	2
Ground Floor	3	2
	4	2
	5	2
	6	2
First Floor	7	2
	8	2
	9	2
	10	2
	11	2
	12	2
Second Floor	13	2
	14	2
	15	2

Figure 2 – Schedule of accommodation

It is acknowledged the car parking ratio of the site in a PTAL 3 is 0.75 spaces per dwelling in line with London Plan 2021.

Site Access and Car Parking

The site has an existing vehicular access point from Green Lane, which provides safe access and visibility when entering and exiting the site. The road is constrained to a 30 mph speed limit and as such the visibility splays required are 43m as specified by the Manual for Streets. The site exceeds this in both directions. No amendments are sought to the access arrangements and as such the principle of the changes proposed are considered acceptable.

The London plan 2021 refers to policy 6.1 ‘Residential parking’ which sets out the maximum standards in Table 10.3 in the parking addendum. In addition, developments must provide parking for disabled people and meet the minimum cycle parking standards set out in Table 6.3. the proposal makes no amendments to the number of accessible spaces nor car or cycle parking number but rather seeks to reallocate them appropriately found within the consented scheme.



Location	Number of beds	Maximum parking provision*
Outer London PTAL 4	1 – 2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1 – 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1 – 2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

Figure 3: Table 10.3 - Maximum residential parking standards set out by the London Plan 2021

The development provides 24 cycle parking spaces within the lower ground floor level. In terms of vehicular car parking, the basement would contain 12 car parking spaces with a further 12 spaces at ground level (a total of 24 spaces) for 15 residential units which equates to 1.6 parking space per unit. These would include 5 disabled bays, 5 active and another 19 passive electric parking bays.

The scheme evidently provides more than adequate parking spaces for its development which is primarily made up of non-family sized units and located in PTAL 3 with close proximity to Northwood Town Centre and Northwood Station, the proposal would be considered to provide adequate car/cycle parking provision for future occupiers without causing overspill car parking on surrounding streets.

Management Plan Measures

The approved scheme (10112/APP/2019/1244), involves the development of 15 units with 24 car parking spaces. This scheme proposes 15-units with 24 car parking spaces.

The proposal seeks to rework the parking allocation to better serve future residents and ensure all spaces are enforceable. The plan identifies a total of 5 accessible spaces and a total of 5 visitor spaces. 2 of these spaces will be located at the outside car parking spaces and the remaining 3 will be located within the basement. This ensures that the accessibility is guaranteed for the multifunctioning spaces. If any purchaser of the unit requires an accessible bay, they do have the option to ask the developer to mark an accessible space as allocated, if this becomes the case then a visitor space will be moved to an unallocated space to accommodate this request.

Westcombe proposes every unit will have access and be allocated to car parking space, in practise once a flat is sold, a car parking space (as referenced below) will be included within the lease as part of the property.



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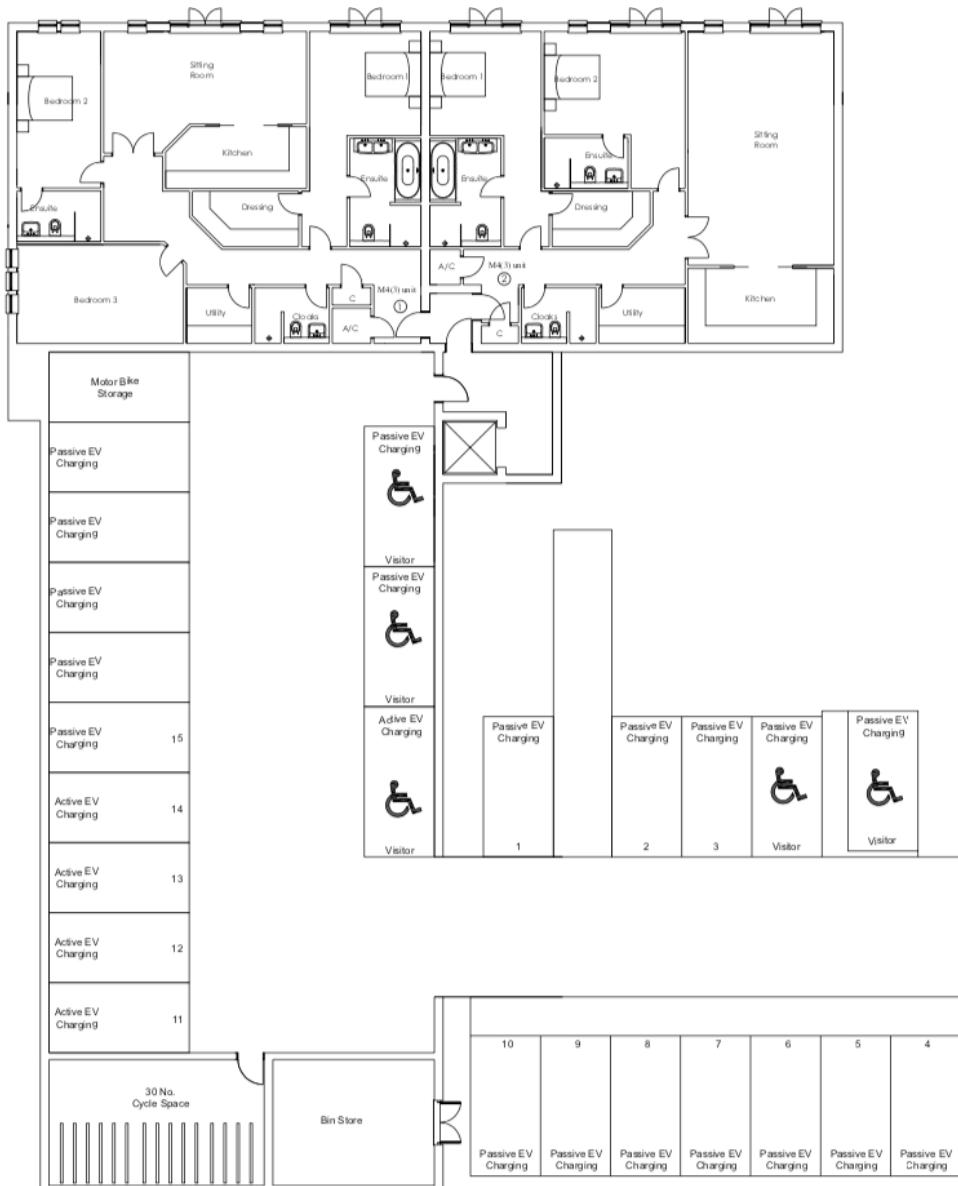


Figure 4 – Parking allocation plan (Basement and Ground Floor Plan)

The remaining spaces will be left unallocated until the future use by occupiers can be determined.

Following London's Policy T6 and planning condition 6, there will be 5 active electric vehicle charging points and 19 passive electric vehicle charging points. All disabled/visitor parking spaces will have a passive EV charger with one maintaining an active EV charger.