



*Allport House, Cowley Business Park,
Uxbridge
UB8 2AD*

PARKING ALLOCATION STATEMENT

LA Ref No. Application Ref: 46104/APP/2020/789

Condition 9

October 2022

INTRODUCTION

1. This Statement supports the submission of details to discharge Condition 9 of application 46104/APP/2020/789, dated 25 January 2021.
2. The details provide information to support the proposed parking allocation strategy for the approved units. This document should be read alongside drawing 4D_1920_PH2_PL_650E Parking Layout
3. Car parking spaces would allocated to units approved under the aforementioned application together with Class O development ref: 46104/APP/2019/2606, approved on 27 September 2019. The allocation also accounts for pending application ref.46104/APP/2022/775, which is for an additional 1p unit.

APPROVED DEVELOPMENT

4. The approved scheme at Allport House comprises a total of 46 car parking spaces and 38 units (including the 2nd-floor studio unit application pending decision).
5. The housing mix is as follows:-
 - 1x 4-bed
 - 6x 3-beds
 - 14x 2-beds
 - 10x 1-beds
 - 7x studios

PARKING STRATEGY

6. Of the 46 spaces, 6 spaces are accessible wheelchair spaces and 5 are EV spaces.

7. London Plan policy T6.1 Residential parking standards, states:

G. Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset

2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.

8. In line with Policy T6.1 disabled parking is required for 3% of the approved units and then any additional disabled bays can be flexible use by anyone until the point in which demand on-site requires additional disabled spaces, at which point this further 7% spaces could be allocated as necessary.

9. The three per cent would equate to no.2 spaces being marked out as w/c spaces and no.4 oversized spaces retained as flexible spaces. In the event the flexible spaces are required in the future by a blue badge holder, these spaces would be redistributed by the management company.

10. We therefore propose this flexible approach for three of the remaining accessible parking spaces as appropriate on this site. The future allocation of these spaces would be on the basis of need and handled by a management company.

11. As such there are 38 spaces, for 38 units.

12. On the basis, the applicant proposes the following parking allocation:

- 35 no. spaces to the 1, 2, 3, and 4 bedroom units.
- 3 'flexible' accessible spaces for the remaining 3 units (comprising 1 beds and studios).
- The flexible spaces would be handled by the management company and redistributed depending on residents' needs.
- Accessible parking spaces 40, 41 and 42 would be unallocated visitor spaces.
- The active EV space would not be allocated.

13. The parking spaces would be numbered.