

**DEMOLITION OF EXISTING DETACHED SINGLE DWELLING
AND THE ERECTION OF A BUILDING CONSISTING OF 9 NO.
FLATS WITH ASSOCIATED PARKING AND AMENITIES
(RESUBMISSION)
90 LONG LANE, ICKENHAM UB10 8SX**

PARKING STRATEGY, JUNE 2026

1. This Statement has been prepared in support of a full planning application for redevelopment comprising a building consisting of 9 no. flats following demolition of the existing dwelling at 90 Long Lane, Ickenham UB10 8SX.
2. The application follows a previous planning application 8905/APP/2024/2478 for a development of 9 no. flats which was refused by the Council on 8 May 2025. However, there were no highway related objections and specifically the parking arrangements were considered acceptable (subject to conditions). To ensure consistency, the same arrangements have therefore been retained for the current application.

Car Parking

3. The London Plan (2021) requires residential developments in Outer London boroughs with a PTAL rating of 3 (as in this case) to provide a maximum of 0.75 spaces per one- and two-bedroom dwelling and 1.0 space per three-bedroom dwelling. Based on these standards, approximately eight car parking spaces will be required.
4. The provision of nine car parking spaces ensures that both resident and occasional visitor parking demand can be accommodated entirely within the site, thereby preventing overspill parking on the local road network.
5. One of the car parking spaces will be designed as a disabled bay. This provision equates to 10% of the total number of dwellings and is therefore in accordance with the London Plan requirements. This provision ensures that the needs of people with disabilities and reduced mobility are appropriately addressed.

6. The car parking spaces will be allocated and leased to the dwellings. This could be covered within a Parking Management Plan which can be secured via an appropriately worded condition.
7. 20% of these spaces (i.e., two) will be provided with an active Electric Vehicle Charging Point (EVCP) and the remaining seven spaces will have passive provision, in accordance with the London Plan standards.
8. The swept path of the car park using a large car is provided in Appendix 3 to the Transport Note prepared by Magna Transport Planning and submitted with the application.

Cycle Parking

9. The London Plan (2021) requires residential developments to provide a minimum of 1.5 cycle parking spaces per one-bedroom dwelling and two cycle parking spaces per all other dwellings. Based on these standards, approximately 17 cycle parking spaces will be required.
10. A cycle store is proposed on site within approximately 18 metres from the main entrance to the building. The store will be able to accommodate 20 cycle spaces. This provision exceeds the London Plan, thus demonstrating the Applicant's commitment to encouraging sustainable travel.
11. The entrance doors into the cycle store will be a minimum of 1.8 metres wide and will operate via key fob entry for ease of access for residents.
12. In addition to the above, there will be two external cycle parking spaces in the form of one Sheffield stand provided for the visitors to use. The Applicant would be willing to accept an appropriately worded condition which requires them to submit detailed drawings of the cycle parking provision prior to the occupation of the development.