

# Parking Statement

**Condition 6,7and 9 of  
21/05551/FULL1 (appeal APP/G5180/W/22/3293737)**

**Conversion and extension of existing dwelling  
into 5 self-contained flats**

**at**

**20 Manor Road**

**Beckenham BR3 5LE**

**MAR 2024**

	 6 Rye Field, Ashtead, Surrey KT21 2EH
	 Tel : 0208 191 8612 mob: 07921 495839
	 <a href="mailto:jmartinarchitects@btconnect.com">jmartinarchitects @ btconnect.com</a>
	
<small>Company Registered in England Reg number 11523475 Registered Office: 1 Brook Court, Blakeney Road, Beckenham Kent BR3 1HG</small>	

## Introduction

This Statement has been prepared in respect of Condition 6, 7 and 9 attached to planning approval 21/05551/FULL1 granted by appeal on 17<sup>th</sup> November 2022. (ref APP/G5180/W/22/3293737)

The property is located at 20 Manor Road, Beckenham BR3 5LE.

The approval was for the conversion and extension of an existing building currently used a single dwelling into 5no.flats.

A parking layout showing 6no. parking spaces was noted on approved drawing D001 Rev B (by Robert Fish Associates) accompanying the application.

Condition 6 of the approval (given by the Appeal Inspector) states that:

*No part of the development hereby permitted shall be occupied until details of the junction between the proposed parking area and the highway shall have been submitted to and approved in writing by the local planning authority; and the junction has been constructed in accordance with the approved details. The junction shall thereafter be retained.*

Condition 7 of the approval (given by the Appeal Inspector) states that:

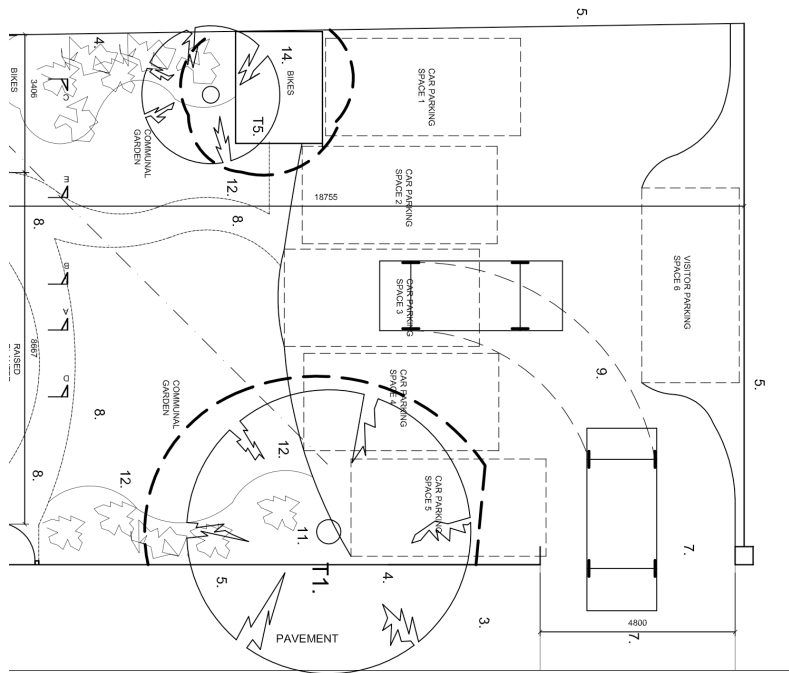
*No part of the development hereby permitted shall be occupied until car spaces have been provided in accordance with drawing no. D001 Rev B and thereafter shall be kept available at all times for the parking of motor vehicles by the occupants of the dwellings and their visitors and for no other purpose.*

Condition 9 of the approval (given by the Appeal Inspector) states that:

*No part of the development hereby permitted shall be occupied until at least 2 of the available parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32-amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The charging provision shall thereafter be permanently retained as such.*

It has become apparent that the parking and entrance layout shown on D001 rev B would not meet the requirements of Condition 6 regarding submission of details pertaining to site access junction and pedestrian visibility splays.

According to guidance in the Manual for Streets, 2m x 2m pedestrian visibility splays are required at the entrance with no obstacles /planting higher than 0.6m. Drawing D1001 rev B shows the proposal using the existing driveway entrance (for single car use). There is currently a 1.2m brick pier on the neighbouring boundary to the right-hand side of the entrance and a 1.8m high fence on the left-hand side, both of which obstruct visibility. To keep the existing entrance as shown is dangerous and would not comply.



Extract of parking layout shown on D100 revB

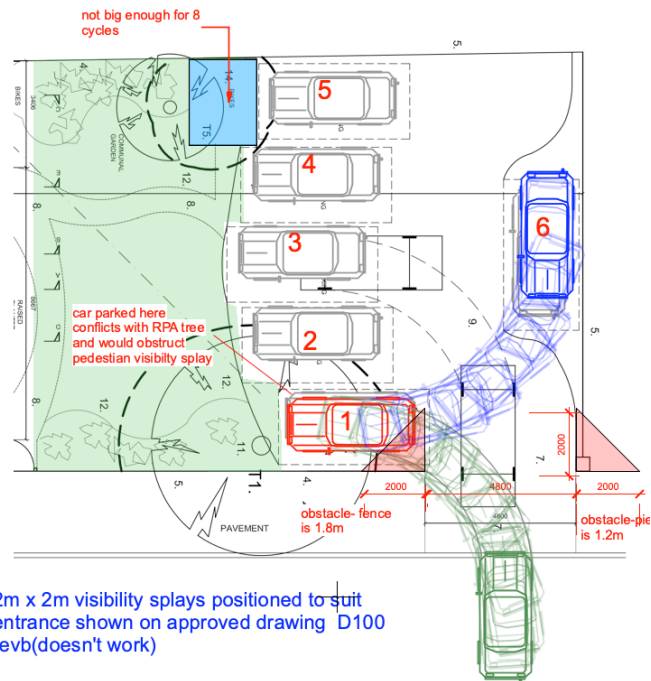


Left hand side.  
Fence can be lower but can't have parking space as above 600mm



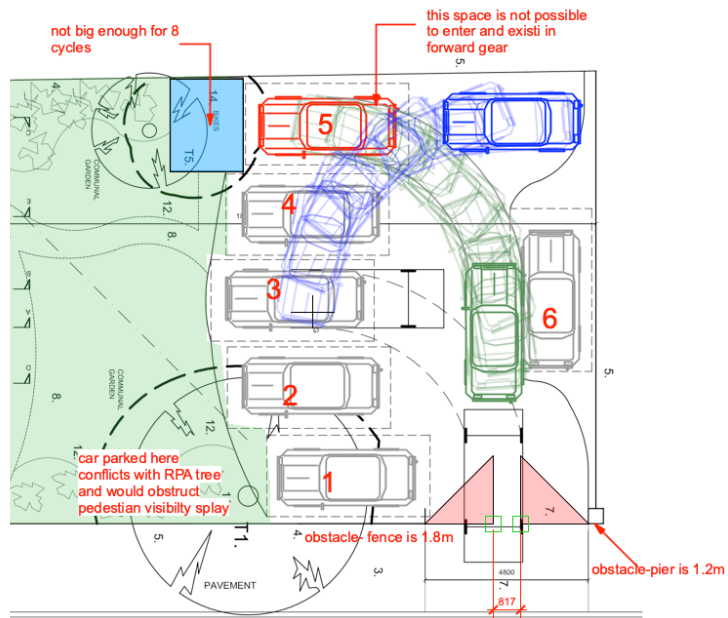
Righthand side.  
1.2m high pier to neighbouring boundary - can't be moved

Furthermore, with the parking arrangement shown, it is difficult to enter & exit in forward gear as there is no room to turn out of most spaces. One of the spaces impacts the tree T1 RPA and the entrance visibility splay.



2m x 2m visibility splays positioned to suit entrance shown on approved drawing D100 revb(doesn't work)

Cannot drive in and out of spaces 1,2,4,5 & 6 in forward gear. Example shown :reversing out of space 1 collides with car in space 6



2m x 2m visibility splays positioned to avoid current obstacles (doesn't work - entrance not wide enough)

Cannot drive in and out of spaces 1,2,4,5 & 6 in forward gear. Example shown :driving into space 5 is tight and reversing out of space 5 it is impossible to turn without colliding with space 4 & 3

Therefore, in order to satisfy Condition 6, we have needed to revise the position of the site entrance. To ensure compliance, the new layout has been prepared in collaboration with Tridax Ltd, who are a specialist Highways Consultant.

The entrance has been shifted down slightly to ensure 2mx2m clear pedestrian visibility as well as a 2.4m x 25m vehicular sightline – (Manual for Streets – 7.7 and table 7.1). Traffic speed would be expected to be very low along this part of Bevington Road due to the parking each side and proximity of the junction with Manor Road.

Vehicle movement tracking showed the original parking layout did not work as it was not possible to enter and exist in forward gear. Vehicle movement tracking as been applied to the new layout and this shows compliance – the vehicles are able to enter & exit in forward gear.

Note: there is **no change** to the number of approved parking spaces (6no.) which is 1no. per flat + 1 visitor – the only change to the arrangement of the spaces.

The parking has also been moved away from the RPA of T1 tree.

These revisions have affected the wording of Condition 7 as the layout is no longer in accordance with D001b (which didn't work). Although there was no requirement for a submission pertaining to Condition 7 (it was informative), we have submitted a drawing for this condition to show revised parking layout.

Regarding Condition 9 - The vehicle charging points and details are shown on the revised drawing 2081-PC01a.

See drawings 2081-PC01a and T-2024-038-01rev b for revised site entrance and parking layout