



Shall Do Hayes Developments
Limited

Hayes Park Central & South

Parking Design & Management Plan

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Appendix A – Electric Vehicle Provision Drawings

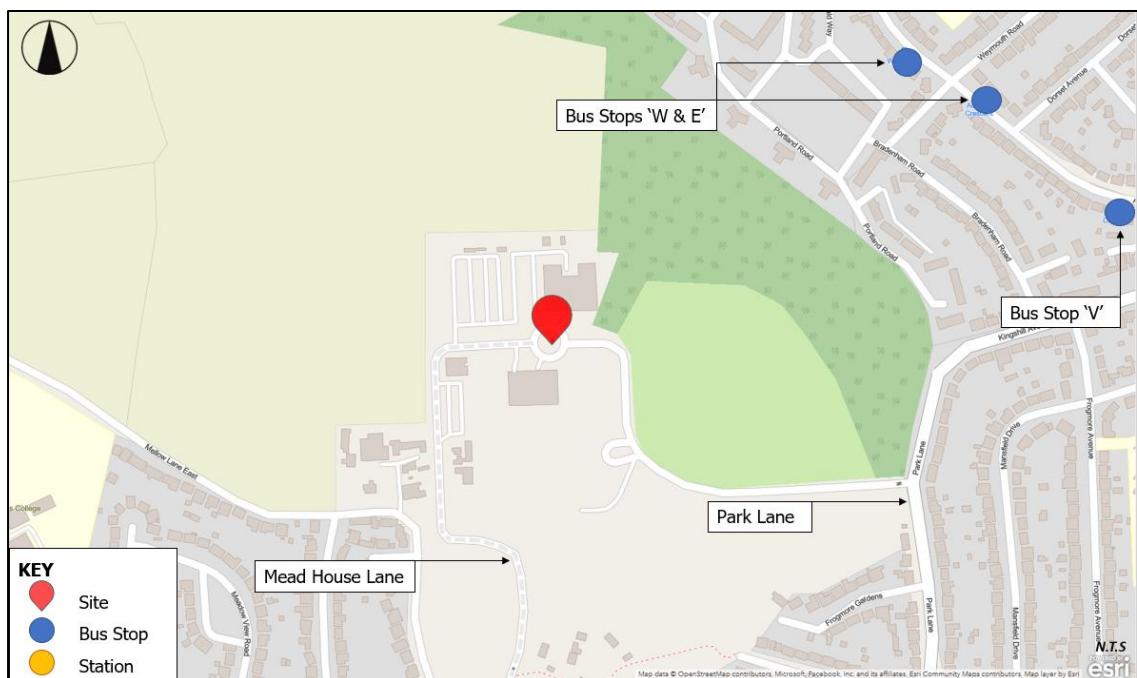
Appendix B – Proposed Ground Floor Plans – Hayes Central and Hayes South Buildings

1 INTRODUCTION

1.1 This Parking Design & Management Plan has been prepared by TTP Consulting for the residential development at Hayes Park Central, located in the London Borough of Hillingdon (LBH).

1.2 The site location plan is provided at Figure 1.1.

Figure 1.1 - Site Location Plan



Development Proposals

1.3 Planning approval was granted in June 2023, subject to conditions and legal agreement for the change of use of the existing buildings to provide new homes (Use Class C3), together with internal and external works to the buildings, landscaping, car and cycle parking, and other associated works.

1.4 The permission however is subject to a number of conditions, with Condition 20 referring to a Parking Design and Management Plan, with the wording as follows:

"Prior to the first occupation of the development, a Parking Design and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall detail car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design. This should ensure that parking spaces are allocated appropriately, are leased, are not sold and that the multi storey parking spaces (outside of the site boundary) are not accessible or used by future occupiers."

Aims

1.5 The aim of this Parking Design and Management Plan is to set out how the site will be managed with a view to reducing the number of parking spaces and therefore reliance on the car over time noting however the location of the site. This document has been prepared in accordance with London Plan Policy T6.2.

Scope of Report

1.6 This report sets out how the car park shall operate and is structured as follows:

- Section 2 provides a description of the proposals and proposed parking facilities.
- Section 3 contains the car park management strategy.

2 PARKING ARRANGEMENTS

Local Context

- 2.1 The site has two vehicular accesses. One is located to the east in the form of a priority junction with Park Lane and the second to the south via Mead House Lane, which forms a mini-roundabout junction with Hayes Park Road. The site has a private internal road network that connects the two access points.
- 2.2 There is parking for residents of Hayes Park Central and Hayes Park South buildings. In total there are 111 standard bays and 15 accessible bays.
- 2.3 The wider Hayes Park business park site provides a total of 676 spaces, of which 506 are located within the multi-storey car park located north of the development site. The multi-storey car park will not be available to residents.

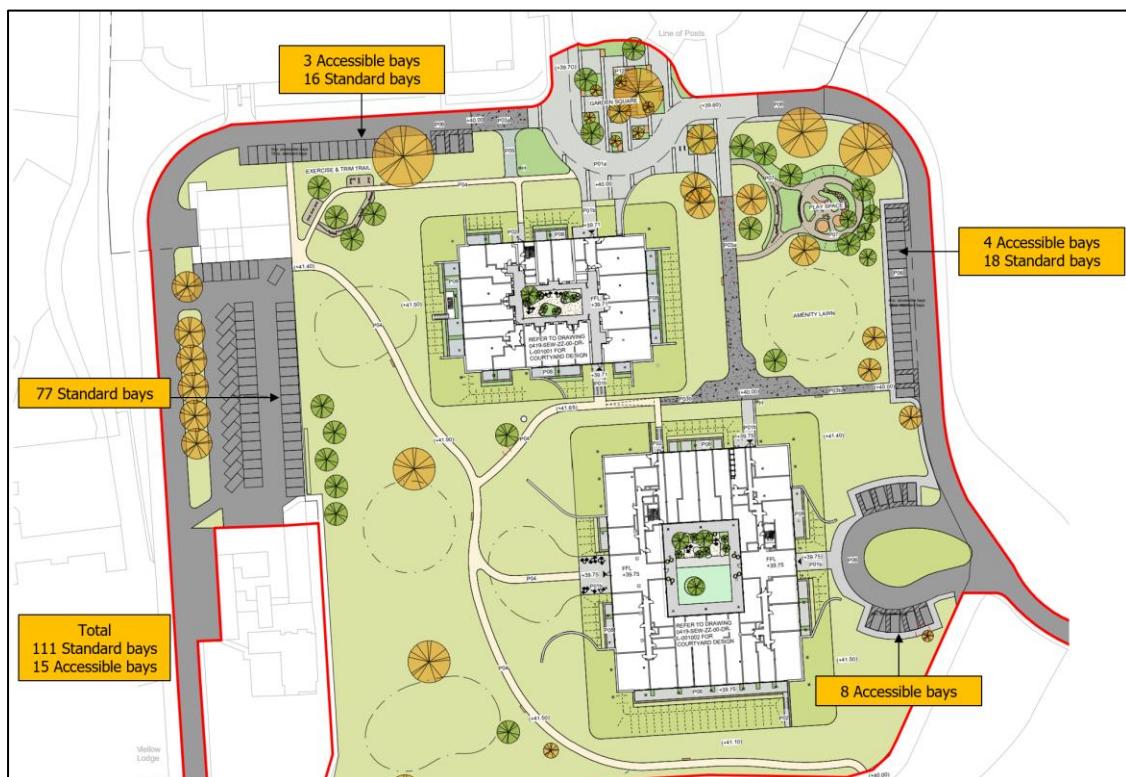
Local Highway Network

- 2.4 Mead House Lane is a private road that forms a mini-roundabout junction with Hayes End Road. To the south of the site, Hayes End Road is a single carriageway running between Uxbridge Road (A4020) to the south and Mellow Lane East to the west of the site. Hayes End Road is subject to a 30 mph speed limit and provides access to the residential areas to the south of the site.
- 2.5 Uxbridge Road (A4020) is a dual carriageway which links with Hayes End Road via a signalised junction. The road is subject to a 40 mph speed limit and routes between Hillingdon Hill (A4020) to the west and Ealing to the east. To the east, Uxbridge Road (A4020) provides access to The Parkway which is part of the Transport for London Road Network (TLRN).
- 2.6 To the east of the site, Park Lane is a single carriageway running on a south / north alignment between Kingshill Avenue and Uxbridge Road (A4020). Park Lane is subject to a 30 mph speed limit with footways provided on both sides of the road.
- 2.7 Hayes End Road has footways on both sides of the road between its junction with Mead House Lane and Uxbridge Road (A4020) while footways are provided only on the western side of the road between Mead House Lane and Mellow Lane East. The eastern site access road is provided with footways on the southern side of the access road.

Car Park

2.8 The site will provide a total of 124 car parking spaces (111 standard spaces and 13 accessible spaces), as shown on Figure 2.1. Car parking will be provided utilising the existing provision, with accessible parking located in close proximity to the block entrances.

Figure 2.1 – Car Park



Electric Vehicle Charging Points

2.9 Policy T6.1 of the London Plan (2021) states the following regarding electric vehicle charging provision:

"All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces."

2.10 Electric vehicle charging facilities will be provided in accordance with the London Plan (2021) requirements. This will enable residents that do require a car for some journey purposes to choose an electric vehicle and minimise the impact of those journeys on the environment.

2.11 All car parking spaces will have either active or passive Electric Vehicle provision, as follows:

- 25 spaces served by active charging infrastructure.
- 99 spaces served by passive charging infrastructure.

2.12 The EV provision is shown on the plans contained in Appendix A.

2.13 All parking spaces will be leased or licensed to residents and will not be sold as individual long-term assets.

Disabled Parking

2.14 The disabled parking will be provided in accordance with Policy T6.1 of the London Plan (March 2021) that details the following minimum requirement:

"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 percent 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."

2.15 Provision will be as follows:

- 15 car parking spaces will be designated disabled persons parking bays, equal to 12% of total.

Cycle Parking

2.16 The development will provide long-stay / short stay cycle parking in accordance with the minimum requirements of the London Plan and the LBH Development Management Plan, as shown in Table 2.2. The cycle parking will also be designed in accordance with the London Cycle Design Guidance in terms of access and layout. The ground level plans contained in Appendix B show cycle parking store layouts.

Table 2.2: Cycle Parking (Number of spaces)			
Unit Type	Standard/Ratio	No of Units	Minimum Requirement
Studios & 1 bedroom 1 person	1 space per unit	25	25
1 bedroom 2 person	1.5 space per unit	40	60
2 bedroom +	2 spaces per unit	59	118
Visitor	5 – 40 dwellings 2 spaces 1 space per 40 units	124	4
Total	203 secure/long stay 4 visitor/short stay		

2.17 Proposals seek to provide a total of 203 long-stay cycle parking spaces. Hayes Park Central will provide 79 long stay cycle parking spaces for residents and Hayes Park South will provide 124 long stay cycle parking for residents. A total of 5% of cycle parking will be provided on Sheffield stands with enlarged spacing for larger/adapted cycles.

2.18 In addition, 4 short stay cycle parking spaces will be provided for visitors within the site, in close proximity to the block entrance point, that are easily accessible and benefit from good levels of natural surveillance.

Car Park Management

2.19 The car park will be managed in the following way:

- Parking will be for residents only.
- Parking will be numbered with residents allocated a specific parking space.
- Residents will be advised that they should only park within their own marked parking space and that parking outside of marked bays is not permitted.
- Parking spaces will be marked out in accordance with the plan in Figure 2.1 and maintained to ensure that bay markings are clearly visible.
- The building's management company will be responsible for the management and maintenance of the car park.
- All residents will be provided with contact details of the building's management company to enable issues with the car park to be raised and rectified.

2.20 The facilities management company will monitor use of the car park periodically. Noting the location of the site, if parking demand reduces over time, there will be a process to remove parking which can be replaced with landscaping.

Appendix A – Electric Vehicle Provision Drawings





Appendix B – Proposed Ground Floor Plans

Hayes Central and Hayes South buildings

