

PARKING DESIGN AND MANAGEMENT PLAN

PROJECT	P2410.1 SEND SCHOOL AT THE LODGE, AVIATION HOUSE, HARMONDSWORTH LANE
DATE	OCTOBER 2024
REASON	PLANNING CONDITION DISCHARGE
AUTHOR	ALEXANDER OSBORN BSc Hons, PG Dip, CMILT, FCIHT, FIHE

1. INTRODUCTION

This Parking Design and Management Plan has been prepared for Landon Education for an approved new school at The Lodge, Aviation House, Harmondsworth Lane, Harmondsworth, West Drayton, UB7 0LQ.

In April 2024 full planning application “2157/APP/2023/3068” for the “Change of use of the building from office (Use Class E) to non-residential education centre (SEND school) (Use Class F1) with external alterations including installation of two canopies, gates, fences, bin and cycle stores, and associated landscaping works” was granted with conditions at the site.

The school will cater for up to 40 × children ages 5 to 11 years old with Severe Learning Difficulties (SLD) and who also have Autistic Syndrome Condition (ASC).

The profile of the children will be younger children requiring the highest levels of support.

The school will have approximately 30 to 33 × members of staff.

The school retains ingress and egress arrangements through The Lodge and Annex parking areas with no off-site works.

A new cycle access from / to Holloway Lane will be created.

The school will have 1 × minibus bay plus 12 × parking spaces within a secure gated area. The 12 × parking spaces includes 1 × disabled / blue badge permit holder space and 2 × electric vehicle parking spaces. Of the 2 × electric vehicle parking spaces, 1 × space will be an “active” electric vehicle parking spaces, with a charge point, and 1 × space will be a “passive” electric vehicle parking space, with cabling in place to install a charge point in the future. The minibus bay will be “active” with a charge point.

CREATE's approved Proposed Block Plan is appended to this report for reference.

2. CAR PARKING DESIGN AND MANAGEMENT PLAN PLANNING CONDITION

Condition 6 of approved planning application “2157/APP/2023/3068” is:

6 A Parking Design and Management Plan shall be submitted to and approved in writing by the local planning authority prior to the first use of the development hereby approved. The measures shall thereafter be implemented in accordance with the approved Parking Design and Management Plan for

the lifetime of the school development.

REASON

To comply with Policy T6 of The London Plan (2021)."

3. PARKING DESIGN AND MANAGEMENT PLAN – POLICY AND TERMS OF REFERENCE

The first published consultation draft of the new London Plan was made available late 2017. This consultation draft included Policy T6 clause G:

"Policy T6 Car parking

G A Car Park Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on car parking management and car parking design."

Adopted "London Plan" (GLA, 2021) Policy T6 Car parking clause J states:

"J A Parking Design and Management Plan should be submitted alongside all applications which include 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."

To date GLA or TfL have not adopted or published a Parking Design and Management Plan guidance document [Online] < <https://www.london.gov.uk/programmes-strategies/planning/implementing-london-plan/london-plan-guidance> > [Accessed October 2024].

GLA and TfL Spatial Planning were emailed in October 2024.

4. PARKING DESIGN

Adopted local parking policy is set out in Policy DMT 6: Vehicle Parking of "Local Plan Part 2 - Development Management Policies" (LB Hillingdon, 2020).

Clause A of Policy DMT 6 refers to Appendix C (p.114):

"Policy DMT 6: Vehicle Parking

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations."

Appendix C "Parking Standards" Table 1 "Parking Standards" (b) "Parking requirements" provides the following guidance for education uses (p.154):

"Day care centres, pre-school play and nurseries

On an individual basis using a transport assessment and travel plan and in addition to car parking requirements, provision for pick up and drop off facility to be provided.”

“Higher and further education establishment (vocational & academic) adult training centres and schools

On an individual basis using a transport assessment and where applicable school travel plan/travel plan. Where relevant, provision should be made for coach/bus access and parking.”

Regional parking policy is set out in the “London Plan”. “London Plan” (GLA, 2021) Policy T6 has a guidance / standards vacuum for education uses.

Policy T6 Supporting text Para. 10.6.5 states:

“Where no standard is provided, the level of parking should be determined on a case-by-case basis taking account of Policy T6 Car parking, current and future PTAL and wider measures of public transport, walking and cycling connectivity.”

CREATE's original submission plans included 1 × minibus bay plus 4 × parking spaces within a secure gated area.

During the course of the application's assessment LB Hillingdon requested that plans were revised to include 1 × minibus bay plus 12 × parking spaces (inclusive of 1 × disabled / blue badge permit holder space, 1 × “active” electric vehicle parking space, 1 × “passive” electric vehicle parking space) within a secure gated area.

CREATE's approved Proposed Block Plan shows the layout and is appended to this report for reference.

Planning condition 5 relates to the electric vehicle charge points:

“One 7Kw active electric vehicle charging point, one 7kw passive electric vehicle charging point, and one active 7Kw electric vehicle charging point for the minibus shall be installed, with the two active EVCP available for use, prior to the first use of the development hereby approved. The three electric vehicle charging points shall thereafter be retained as such, unless upgrading the passive electric vehicle charging point to an active electric vehicle charging point.”

The charge points will be specified at a later date, prior to the first use of the school.

5. PARKING MANAGEMENT

As discussed, CREATE's original submission plans included 1 × minibus bay plus 4 × parking spaces within a secure gated area.

The applicant / school operator considered 4 × parking spaces plus 1 × minibus bay would be sufficient on the basis of the profile the school children (younger children requiring the highest levels of support; up to 40 × children ages 5 to 11 years old with Severe Learning Difficulties (SLD) and who also have Autistic Syndrome Condition (ASC)) and that all children will arrive and depart the proposed school by minibus and taxi organised through LB Hillingdon “Travel Assistance” with the expectation is that travel will be predominantly minibuses with low levels of taxi travel. The restrained parking provision was also based on key personnel experiences of other similar specialist schools where the large majority of staff travel to work by public transport.

The applicant / school operator expects low-level usage of the car parking spaces and as such is not expecting to need to manage use through a needs-based allocation process etc.

Should parking demand approach capacity then a management strategy would be put into place and this could include:

- Signage setting out terms of use of the parking area
- Registration of school staff and their cars, including valid disabled blue badge holders who drive cars to work
- Checks on parking and vehicles

Should further management be required the school could consider appointing a private parking enforcement company from either the British Parking Association's or the International Parking Community's Approved Operator Schemes directories.

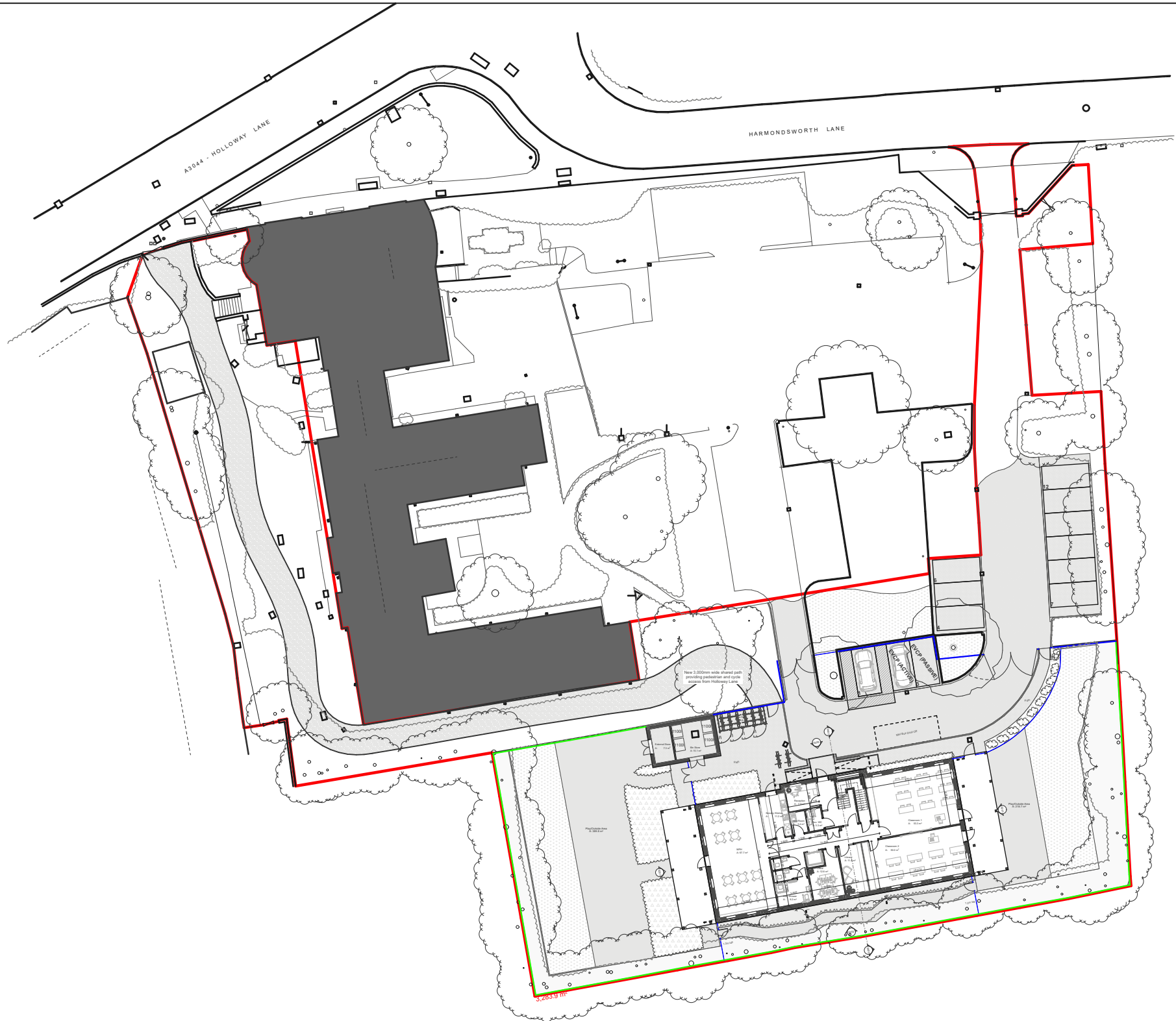
It is anticipated that the private parking enforcement company would:

- Issue parking permits for staff and their allocated parking spaces.
- Provide signage setting out enforcement actions / "parking charge notices"

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KRONEN, Thorncroft Manor, Leatherhead, KT22 8JB 020 8541 1139 info@kronenlimited.com www.kronenlimited.com
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APPENDICES



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Proposed Block Plan
1:500



05	CYCLE PATH	RS	PM	18/01/2024
04	LANDSCAPE CHANGES	RS	PM	16/01/2024
02	FOR PLANNING	RS	PM	09/10/2023
01	FOR PLANNING	RS	PM	02/10/2023
Rev	Description	Drawn	Checked	Date

CREATE
DESIGN + ARCHITECTURE
Wigglesworth House 69 Southwark Bridge Road London SE1 9HH
+44 207 021 0267 info@createdesign.org www.createdesign.org

Aviation House
UB7 0LQ
Client
Landon Education Ltd

PLANNING
BLOCK PLAN
PROPOSED BLOCK PLAN

CDA Ref	Scale(s)	Original Paper Size
745	1:500	A3

Project	Originator	Volume	Level	Type	Role	Class	Number
745	CDA	ZZ	ZZ	DR	A	10	0101
Revision	Revision Description						
04	CYCLE PATH						

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