



Southall Lane, Hayes

Car Park Management Plan

Client: Quattro UK Ltd

i-Transport Ref: NM/MD/ITL11348-008A

Date: 04 June 2020

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Quality Management

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SECTION 1 Introduction

1.1 Overview

- 1.1.1 Quattro UK Ltd has appointed i-Transport LLP to provide transport and highways advice in relation to a retrospective planning application for a construction and demolition (C&D) waste recycling facility and concrete batching plant (CBP) on land at Southall Lane Hayes, in the London Borough of Hounslow (LBH).
- 1.1.2 The site is located off Southall Lane, approximately 1.5km straight line distance to the south-east of Hayes and Harlington railway station. The adjacent site to the west of the application site is a local authority household waste facility, granted in 2016.
- 1.1.3 The site has been built out and is currently operational. The C&D recycling facility became operational in September 2019 and the CBP in July 2018.

1.2 Planning History

- 1.2.1 The site currently has temporary planning permission (ending January 2021) for a C&D recycling plant and CBP. A temporary planning application (planning ref: 003/E/P44 _P/2016/5748) for the site was submitted in 2016 and allowed by decision notice dated 18 January 2018. The site has been built out and is currently operational.
- 1.2.2 Due to a reduction in the available developable area, alterations had to be made to the scheme as approved in 2018 at the build out stage. Further, due to discussions with LBH officers and due to operational reasons, the built-out scheme has been further reviewed and additional works have been proposed to further enclose/clad elements of scheme, provide additional boundary treatment and relocate certain facilities. These additional works had been expected to be completed prior to the submission of this application but have been held up by the impact of the Covid-19 Coronavirus and subsequent restrictions on site working. However, the application has been made and assessed on the basis that all of the works as detailed on the submitted plans will be fully built out.
- 1.2.3 The 2016 application was supported by a Transport Assessment (TA) (report ref: ITL11348-001b R dated 22 December 2016) and a Transport Assessment Addendum (TAA) (report ref: ITL11348-003a dated 1 March 2017). Discussions were held with LBH officers and Transport for London

(TfL) regarding the traffic impact of the proposals which were found to be acceptable. A number of highways related conditions were attached to the planning permission which are summarised below:

- Condition 6 – cycle parking details;
- Condition 7 – vehicle parking details;
- Condition 8 – submission of the following reports:
 - Car Park Management Plan;
 - Servicing Management Plan;
 - Vehicle Routing Plan;
 - Construction Management Plan;
 - Plan/details showing the spread of vehicle movements from the site demonstrating the site operates in a manner to minimise impact on the surrounding highways network; and
 - Wheel wash details.
- Condition 10 – car, cycle, pedestrian and disabled access arrangements details.

1.2.4 A number of applications have already been made to discharge the majority of these conditions, with some approved and some pending determination. Those applications pending determination have been put on hold whilst this application has been under preparation. This revised/retrospective application seeks to reflect the requirements of the relevant conditions previously imposed and as far as practicable the requisite information has now been provided as part of this application submission. This has been agreed with LBH at the pre-submission stage.

1.2.5 This Car Park Management Plan has been produced to discharge the first element of Condition 8.

1.3 Proposed Development

1.3.1 This current planning application is seeking permission for changes to the permitted scheme and that built out (which differs slightly from that permitted) as well as a number of further amendments. In addition, this proposal seeks an extension to the operating period of the site to December 2027.

1.3.2 The proposed development is for the following:

“Erection of construction and demolition waste recycling facility, concrete batching plant and associated weighbridge, weighbridge office, site office and welfare facilities, storage bays, substation, car and HGV parking and other ancillary structures, and use of land for fleet parking (works applied for retrospectively). Consent sought for temporary period ending 21 December 2027”

1.3.3 This document should be read in conjunction with the Transport Assessment (report ref: ITL11348-006A dated May 2020).

1.4 Purpose

1.4.1 This report has been produced support the application. It provides an updated Car Park Management Plan (CPMP) for the site to that previously submitted and approved to partially discharge Condition 8 of the 2018 permission.

1.5 Structure

1.5.1 The remainder of this report is structured as follows:

- Section 2 – Proposed development;
- Section 3 – Car parking; and
- Section 4 – Cycle parking.

SECTION 2 The Development

2.1 Overview

- 2.1.1 The development proposal is for a C&D waste recycling facility and CBP on land at Southall Lane, Hayes. The proposed development is for the following:

“Erection of construction and demolition waste recycling facility, concrete batching plant and associated weighbridge, weighbridge office, site office and welfare facilities, storage bays, substation, car and HGV parking and other ancillary structures, and use of land for fleet parking (works applied for retrospectively). Consent sought for temporary period ending 21 December 2027”

- 2.1.2 The proposal will extend operations at the site for an additional seven years, from the end of the current permission (January 2021), up to the end of December 2027.
- 2.1.3 The site has been built out and is currently operational. The C&D recycling facility became operational in September 2019 and the CBP in July 2018.

2.2 Access Arrangements

- 2.2.1 The site is accessed from Southall Lane via a priority junction. The site shares the access road with the Hounslow Waste Depot Site to the west.
- 2.2.2 The access into the site is circa 75m west of the junction with Southall Lane. The access is designed to accommodate large vehicles turning right in and left out of the access.
- 2.2.3 A separate pedestrian only access is located directly from Southall Lane, at the site’s eastern boundary. The access is gated, with only employees able to access the gate via an electric key card/fob to provide access. Visitor access is made available via the entrance control intercom which calls the transport office which then in turn allows access. This system is also overseen by full site wide HD CCTV system so that the entire site is fully monitored by the transport and security offices.
- 2.2.4 The pedestrian gate is directly accessible via the footway on Southall Lane. There is a delineated pedestrian route from the gate through the car park to the main office. These advisory pedestrian routes are marked onto the car park floor for both drivers and pedestrian safety.

SECTION 3 Car Parking

3.1 Staff/ Visitor Parking

- 3.1.1 The development includes the provision of 26 car parking spaces for staff (reduced from the 37 previously approved). The number of car parking spaces is deemed appropriate and adequate taking into account, staffing levels and given the prevailing parking restrictions surrounding the site.
- 3.1.2 All spaces will be demarcated within the car park. The 'standard' parking spaces will be demarcated with white lines and will measure 2.4m x 4.8m with a minimum 6m aisle width.
- 3.1.3 The number of car parking spaces is in accordance with the Applicant's previous experience of other similar site operations within the local area and Greater London and their current operations at the site.

3.2 HGV Parking

- 3.2.1 The development also provides 25 HGV parking spaces (reduced from 36 previously approved). The parking spaces will be used to park the fleet of Quattro HGVs overnight. The fleet parking plays a role in the supply and delivery of material to and from the site.
- 3.2.2 It is noted that the current provision has been reduced from that previously approved. This reduction in spaces is based on the Applicant's operational requirements.
- 3.2.3 These spaces measure 3.5m x 10m and will be able to accommodate the largest vehicle in the Applicant's fleet. The spaces will be demarcated by white lines within the site.

3.3 Management

- 3.3.1 All vehicles will be required to park entirely within the defined car parking spaces. The car park will only be accessible to staff, and visitors (when required) and therefore will not be made available for public parking.
- 3.3.2 As set out above, the entrance to the car parking area is controlled by a gate, monitored by security personnel. Staff are issued with an electronic card/key fob which allows automatic entry into the site. Visitor access is via the entrance control intercom which calls the transport office

which then in turn allows access. This system is also overseen by full site wide HD CCTV system so that the entire site is fully monitored by the transport and security offices.

3.3.3 During the day, security personnel monitor the usage of the car park and inform staff if it is judged that the nature of their parking is likely to obstruct other users of the car park (including pedestrians).

3.3.4 The applicant also takes responsibility for the following:

- Ensuring the car park is maintained to a high quality parking environ;
- Ensuring the spaces are usable at all times (including gritting in adverse weather conditions);
- Ensuring appropriate and sufficient signage is displayed around the car park/ site;
- Undertaking enforcement duties of any non-compliant parking; and
- Ensuring staff are informed, during the induction process, of this CPMP and of the available options to travel to the site by all modes (including walking, cycling, public transport and car sharing etc).

SECTION 4 Cycle Parking

- 4.1.1** The development includes the provision of a covered and secure cycle parking storage area. The cycle parking is located in the south-west corner of the site with a pedestrian walking route marked to the spaces. The storage area provides space for 20 cycles, including one space for a larger, adapted bicycle.

