

# St. Andrew's Gate, Town Centre Extension, Uxbridge Hybrid Planning Application

## Draft Car Parking Management Plan



**ST. ANDREW'S PARK**

UXBRIDGE



**ST. MODWEN**

**Job Title:** St Andrew's Gate, Town Centre Extension, Uxbridge  
**Job No:** 2022-4985  
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**Date:** June 2024

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**Subject:** **Draft Car Park Management Plan**

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## Introduction

1. This Draft Car Park Management Plan ('CPMP') has been prepared by Caneparo Associates in relation to the proposed development of the site known as St. Andrew's Gate, Town Centre Extension, Uxbridge ('the TCE site' / 'the site') within the London Borough of Hillingdon ('LBH').
2. The proposed development comprises a Hybrid Planning Application including a Full Element associated with the former Cinema building to deliver a commercial use with car parking, cycle parking, access, and landscaping and an Outline Element with all matters reserved, associated with the delivery of 356 dwellings with associated car parking, access, cycle parking, and landscaping. This Transport Assessment is submitted in relation to both the Full Element and Outline Element of the Hybrid Planning Application.
3. The hybrid application seeks planning consent for the following:
  - In Outline:
    - Creation of up to no. 356 residential dwellings (Class C3) within three new build blocks, of up to 10 storeys;
    - Up to 660sqm GIA of flexible commercial space (Use Classes E(a), E(b), E(c), E(e), E(g)(i) and E(g)(ii)) at ground floor level *and a* 440sqm convenience store (Class E(a); and
    - Associated car parking and hard and soft landscaping.

- In Full:
  - Change of use of the former cinema building to reinstate a gym (E(d)) in the Main Hall and change of use of former squash courts to a café (E(b));
  - Associated car parking and hard and soft landscaping and access alterations;
  - External alterations to the building.
  - Note: The details of the refurbishment of the building including all internal and external alterations are to be secured by a Listed Building Consent submitted in parallel

## **Purpose of this Document**

4. This Draft CPMP sets out a series of measures, actions and guidelines that in combination will seek to ensure the safe and efficient operation and management of the on-site car park and will be implemented by the developer / on-site management team on occupation of the development.
5. The Draft CPMP has been developed to provide overarching principles which cater for the approach to car parking across the site.

## **The Approach to Car Parking**

6. The proposed quantum of car parking is summarised as follows:

- 0.3 spaces per residential dwelling. This equates to a maximum provision of no. 107 residential parking spaces, based on the provision of no. 356 residential units. These spaces will be provided within podium spaces in Building Zones A and C and will be assigned to individual dwellings. 3% of residential parking spaces will be accessible.
- 24 commercial car parking spaces within the realigned former cinema car park (1 accessible).
- 22 spaces on-street (15 spaces on Spine Road and 7 spaces on Northern Access Road) broken down as follows:
  - 2 car club spaces delivered on-street (1 on Spine Road and 1 on Northern Access Road).
  - 20 short stay parking spaces on Spine Road (14 spaces) and Northern Access Road (6 spaces) for visitor car parking, and commercial parking, broadly broken down as follows:
    - 10 x parking spaces for commercial uses; and,
    - 10 x residential visitor car parking spaces.

## **Electric Vehicle Charging Provision**

7. 20% of spaces will be provided with active electrical vehicle charging infrastructure, with the remaining 80% of spaces benefitting from passive infrastructure (i.e. benefitting from the ducting and infrastructure to convert to active in the future). This provision would apply to the total no. of all parking spaces provided within the site.

## **Car Club Offering**

8. Car clubs have been shown to be effective at reducing car ownership and car use. By joining a car club, future residents will have less need to buy a private car and therefore require a parking space. Detailed evidence is collated each year by CoMoUk (<https://www.como.org.uk/>) for which the latest London data (2022) stated that each car club vehicle in London on average replaced 29 private cars, up from 24 in 2021. There are a number of sustainable travel co-benefits, with 33% of car club members use a bicycle at least once a week, compared to a London-wide average of 18%.
9. No. 2 car club bays will be provided within the scheme from the outset to provide an appropriate car club offering from the outset and provide a sustainable offering which meets the needs of the residents of the development within the context of the lower proportion of car parking in comparison to previous phases of St Andrew's Park. 1 space car club space will be located on the Spine Road and 1 car club space will be located on the Northern Access Road.
10. A free three-year membership and c.£50 driving credit, in the form of sustainable travel vouchers will be offered to each residential unit to underpin the proposed car club offer.

## **Management**

11. The proposed management of parking spaces is detailed below, with consideration given for the different type / location of spaces relating to those dedicated for residents only (i.e. private resident parking within podiums); commercial car parking within the former cinema car park and on-street spaces.

### **Residential Parking (within Podiums)**

12. The car parking arrangement will be explained to residents as part of the marketing of the residential units and upon initial occupation.
13. The site management will issue dedicated parking permits to each user, which they are expected to display within the registered vehicle when parked within the car park.
14. The disabled parking bays will be principally allocated to wheelchair units but reviewed annually and available on a first come first served basis for Blue Badge holders only.



15. The disabled parking spaces will be accessible to residents who have a genuine need and are part of the Blue Badge initiative. Disabled spaces must not be used by any other users without express permission (given by Site Management) on a justifiable basis, and not to the detriment of regular or genuine users who benefit from a Blue badge.
16. No sub-letting of parking spaces is permitted at any time. Parking spaces are for the sole use of the registered resident.
17. The management of the parking spaces will be the responsibility of site management, who will be tasked with overseeing the allocation of parking spaces and ensuring they are used in an appropriate manner and not to detriment of users of the Development.
18. To prevent unauthorised parking, signage will be placed as appropriate within the car park, warning against unauthorised use.
19. It is envisaged that residents will be provided with a fob to allow access to and from the car park. It is anticipated that delivery and servicing vehicles which need to access the car park will be able to speak through an intercom to the site manager / concierge who can allow them access.
20. The parameters of the outline permission allow for an additional no. 25 accessible spaces (7% provision) to be accommodated, within the podium spaces, if required in the future. The provision of the additional accessible parking bays would result in a reduction of the overall no. of parking bays. The reduction in overall parking bays would be c. 24%, if an assumption was made that no. 2 standard bays could be amalgamated to provide an accessible bay, if required. The exact quantum and provision of accessible parking bays will depend on future resident's needs.

### **Former Cinema Car Park**

21. The former cinema car park will be formed of 24 car parking spaces (1 disabled) which will be available for patrons of the commercial units within the Town Centre Extension site.
22. The parking spaces will permit short stay car parking only with the length of stay determined by on-site management in collaboration with commercial tenants.
23. Electric vehicle charging spaces will be reserved solely for the use of vehicles which require electric vehicle charging.

24. Signage information will be provided within the car park to make all users are aware of the terms and conditions of the use of the car park, including enforcement and monitoring.

### **On-Street Parking**

25. On-street car parking located on the Spine Road and Northern Access Road which will serve residential visitors and customers of the commercial units, in addition to accommodating car club vehicles.
26. Parking elsewhere outside of a designated and demarcated parking space will not be permissible and subject to enforcement.
27. The parking spaces will permit short stay car parking only with the length of stay determined by on-site management in collaboration with commercial tenants.
28. Signage information will be provided in appropriate locations to make all users are aware of the terms and conditions of the use of the car park, including enforcement and monitoring.
29. The car club vehicle parking spaces located on the Spine Road and Northern Access Road respectively will benefit from signage and line markings to demarcate that they are for the use by car club vehicles only.

### **Marketing**

30. The car parking arrangement will be explained to all residents and commercial tenants as part of the site marketing and formalised in lease agreements for owners of the residential units. All residents / tenants will be made aware of the aims of the CPMP, and informed that only limited parking is available for residents at the development, with disabled residents prioritised.

### **Monitoring**

31. The monitoring of the car parking spaces will be the responsibility of the site management. Site management will reserve the right to employ a third party car park monitoring company who will manage and enforce car parking restrictions on their behalf.

32. Each permit holder will be required to complete a form detailing the make, model, registration and colour of their vehicle, together with contact information. Site management will issue the form to each new resident who is eligible for a blue badge.
33. Once the application form has been completed, site management will issue a permit and or key fob. The conditions for the use of the car park, including the monitoring and record of displayed permits will be detailed on the form and will explain the requirement to display the permit at all times.
34. Regular inspections of the car parks will be undertaken by site management at random times.
35. Access to the private resident's car parking (within the podium of Blocks A and C) will be controlled to prevent unauthorised parking and provide a secure environment. Regular inspections of the car park will be undertaken by Site Management at random times to check compliance with the CPMP and any other relevant conditions of use.
36. In instances of misuse of car parking spaces, where no permit is present or unauthorised parking occurs, a penalty charge notice may be issued.

## **Review**

37. The content of this draft CPMP will be reviewed on an annual basis by the site management to provide an opportunity to suggest and incorporate any amendments. Any proposed amendments will be submitted to the Council as part of a revised CPMP for approval prior to implementation. A detailed Car Park Management Plan will be secured by planning condition or legal agreement and expected to be submitted to and approved in writing by LBH prior to the occupation of the site.



## **Enforcement**

38. To ensure that the measures within this draft CPMP are implemented, adhered to and monitored appropriately, the following enforcement actions will be in place:
- Site Management will maintain an active presence on-site to observe and prevent any unauthorised parking, including sub-letting of spaces.
  - Misuse of the parking spaces will be recorded, and an evidence-based approach used should it be necessary to confront the offending person. A verbal warning will initially be given with a reminder about the conditions of use for car parking. If repeat offenses occur, Site Management reserve the right to remove Permits issued or employ private enforcement measures if deemed necessary (e.g. wheel clamping and/or a Penalty Charge Notice).
  - Any illegal activity observed will be reported to the Police as appropriate.