

Car Parking Management Plan

Scout Hut, Ladygate Lane, Ruislip, HA4 7QR

Application Reference: 702/APP/2018/4224

To Discharge Condition 9

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INTRODUCTION

This Car Parking Management Plan has been produced by The White House Design in preparation of Ruislip Real Estate Ltd for the proposed residential housing units at Scout Hut, Ladygate Lane, Ruislip HA4 7QR. This development has been granted planning permission on the 23rd October 2019 with the application reference 702/APP/2018/4224.

CONDITION 9

“The residential units hereby approved shall not be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. The parking allocation scheme shall, as a minimum, include a requirement that all on-site car parking shall be allocated and dedicated for the use of each of the residential units hereby approved and shall remain allocated and dedicated in such a manner for the life-time of the development.”

- This Car Parking Management Plan has been produced to discharge this condition; the key aims of this management plan are as follows:
- Ensure adequate car parking provision are met for the needs of this development;
- Enforce appropriate use of the car park such that it remains accessible to all eligible users for instance the residents and visitors.

ACCESS & PARKING

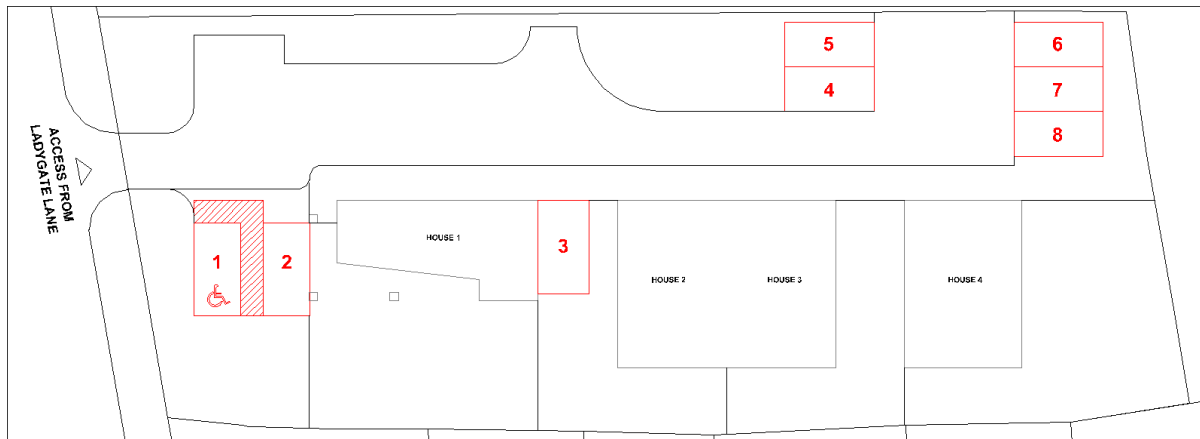
The vehicular access to the proposed 8 space car park is via Ladygate Lane. The site entrance situated in between 2 TPO trees to the North West is to provide 2-way traffic in and out of the site. The access arrangements have been agreed with London Borough of Hillingdon under the planning application 702/APP/2018/4224. Access was not a reserved matter and hence this vehicular access benefits from full permission.

London Borough of Hillingdon Adopted Unitary Development Plan states for C3 Residential (b) Dwellings with curtilage parking Hillingdon residential parking standards states dwellings with curtilage parking having 1-2 bedrooms require 1 space and dwellings with 2+ bedrooms require 2 spaces. Therefore, all the dwellings on this site should provide 2 spaces per unit for 3-bedroom and 4-bedroom residential housing.

TABLE 1

PARKING ALLOCATION SCHEDULE SCOUT HUT - 4 LADYGATE LANE	
SPACE NUMBER	ALLOCATED PLOT NUMBER
1	1
2	1
3	2
4	2
5	3
6	3
7	4
8	4

LAYOUT 1 PARKING ALLOCATION SCHEME



The disabled spaces are to be demarcated with yellow lines, a protected hatched area and appropriate road markings to identify these spaces. The proposed location of the disabled parking spaces will be in close proximity to the building entrances. The disabled parking space is allocated to the space numbered as 1. The car parking spaces will be numbered 1 - 8 as shown in the parking allocation scheme.

The 'standard' parking spaces will be demarcated with white lines. All car parking spaces will be at least 2500mm by 5000mm, with disabled spaces providing an additional width and length of 1200mm. These dimensions surpass the required dimensions for a typical parking bay in the London Borough of Hillingdon Adopted Unitary Development Plan. The minimum dimensions of a standard car parking bay are 2400mm x 4800mm and for a wheelchair accessible car parking bay 3600mm x 4800mm.

There are eight car parking spaces proposed, two for each house. One parking space meets requirements for disabled access. The site is equipped with ten cycle stands to provide cycle storage for residents and visitors. Two number of cycle shelters as per the image below are provided to meet the Planning policy which requires a new development to provide covered, secure and accessible parking spaces. Detail drawing is submitted as part of planning application drawings. A pedestrian pavement continues down to the end of the site for residents, providing safe access to the houses. All house entrances are designed to meet the Building Regulations Part M and Lifetime Home Standards.

The car parking spaces for the residential element will be numbered from 1 to 8. As shown in Table 1, the disabled space (numbered as 1) will be set aside for the parking serving House 1. There are four accessible houses and hence provision of one disabled space is considered to be adequate. As indicated above, these are enhanced for the purposes of assisting drivers/passengers entering and exiting the vehicles. Those residents who may require assisted access will specifically issue this space.

CONTROL OF SITE GATE

The development will include a gate/barrier set back from the entrance to Ladygate Lane. All residents will be issued with a key card/code in order to access the parking area.

PROCESS OF ENFORCEMENT

Certain activities within the car park will be seen to constitute a trigger for enforcement action, including as follows:

- Vehicle not authorised to park (In the first instance, without an on-site parking permit);
- Vehicle not parked in a correct space (disabled space);
- Vehicle not parking within a demarcated space, but otherwise authorised;
- Vehicle parking inappropriately and liable to cause obstruction.

VEHICLES WITHOUT DISPLAYED ON-SITE PARKING PERMITS (Including Unauthorised Parking)

In the event that a vehicle is parked in the area but not displaying a valid permit, the parking contractor will in the first instance cross reference the vehicle registration with the issued permit database. In the event that a vehicle is authorised to park, but not displaying a permit, a first warning notice will be issued. Subsequent offences by the same vehicle will warrant the normal procedures set out below.

In the event that a vehicle is not authorised to park, a fine will be issued [To Be Confirmed]. This will ensure that adequate space is made available for those who correctly have an expectation to be able to park. A notification will be made to vehicle owners with a fee payable.

VEHICLES NOT PARKED IN CORRECT SPACE

Where vehicles otherwise authorised to park in the development have not parked in the correct space, such as a disabled space, in the first instance a ticket will be issued, with a commensurate fine. In the event that the vehicle remains in the space for an extended period of time or the offence is repeated, further tickets will be issued with the commensurate fine.

The resident in receipt of the ticket will have the option to appeal against the issue of ticket and the case will be judged against the prevailing conditions. For instance, if the misuse of disabled space coincided with an enforcement action against an unauthorised parked vehicle, leading to a deficiency of appropriate spaces for the authorised resident, the ticket may be retracted.

AUTHORISED VEHICLES PARKED OUTSIDE OF DEMARCATED SPACES

Where vehicles displaying a valid permit are parking informally, outside of demarcated spaces, the procedure set out above will be pursued. However, if the location of a vehicle would prejudice any of the following, removal procedures will be enacted:

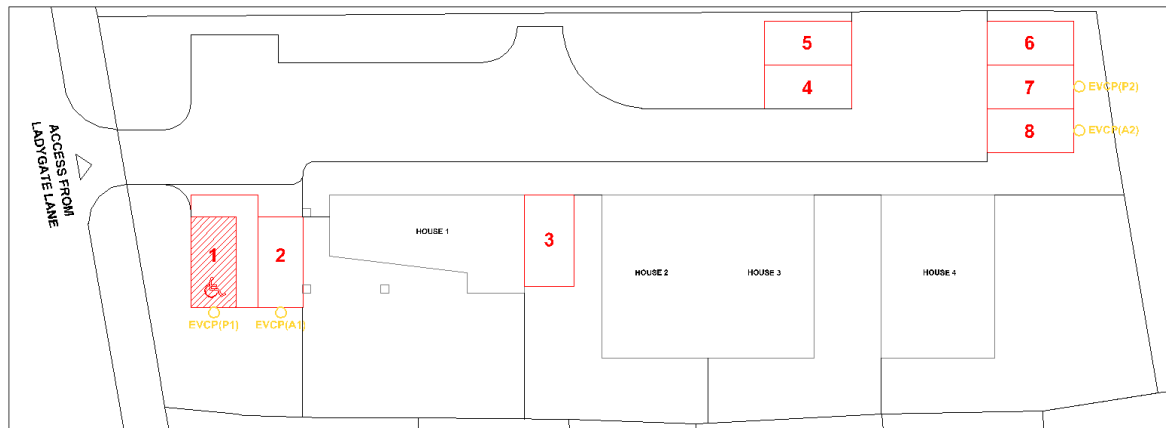
- Other parking spaces are wholly obstructed.
- The access is obstructed such that safe operation could no longer continue.
- Access by service vehicles could not be completed in a safe and suitable manner, including allowing turning on site that avoids the need to reverse to or from the highway.

The contractor will be required to produce photographic evidence of the offence as committed.

MONITORING ENFORCEMENT

Throughout the life of the development, the enforcement activities will be continued to be monitored in order to ensure that it is conducted in accordance with the agreed approach.

LAYOUT 2 PARKING ALLOCATION SCHEME WITH EVPC



Local planning authorities are rightly beginning to insist that new residential schemes are developed with electric vehicle (EV) charging infrastructure; commonly new policy includes 'active' EV charging infrastructure, which is installed immediately, and 'passive' infrastructure, which requires physical conduits to support future charging points, and the reservation of electrical capacity. As result we have allocated 2 active EVCP and 2 passive parking locations shown in the above diagrammatic image at parking spots 1 & 2 and 7 & 8, this should provide sufficient charging infrastructure for the future proposed use of this site.

CONCLUSION

The Car Parking Management Plan and the associated measures set out in this document have been developed to be appropriate for the development and the prevailing conditions in terms of car ownership and travel patterns. Nonetheless the Plan itself remains a live document and it is anticipated that measures set out within it will evolve to best suit the needs of residents, the operators of the site and the wider users of the highway network. It is not envisaged that a formal review process is needed for the Car Parking Management Plan, rather key changes will arise through feedback from key stakeholders, including the residents and parking control subcontractors.