



MEMO

From: Icen Projects Ltd
Date: 17th August 2022
Title: Crown Trading Centre, Car Park Management Plan

1. This updated Car Park Management Plan (CPMP) has been prepared to supersede the Car Park Management Plan associated with planning permission ref. 73955/APP/2021/3362.
2. This CPMP has been prepared to accompany a Section 73 amendment to planning permission ref. 73955/APP/2021/3362, it provides information regarding the proposed car parking and cycle parking, and how the car parking is to be managed in the occupational phase.
3. This CPMP should be read in conjunction with the other documents prepared in support of the planning application, notably the architectural plans and drawings, Transport Assessment and design document.
4. The Site, known as the Crown Trading Centre, Clayton Road, Hayes, is located within an area with a PTAL of 4, which is considered to be good, on a scale of 0-6b.
5. The approved development comprises of the demolition of the existing industrial buildings and the development of 407 homes, alongside 1,175sqm of commercial floorspace.
6. The description of development for this application is as follows:

Minor Material Amendment to planning permission 73955/APP/2021/3362 comprising amendments to Conditions 2, 3 and 5. Amendments proposed include addition of second stair, change to energy strategy, minor internal flat changes to address fire regulations, change to residential unit mix, and minor amendments to landscaping.

7. Further details regarding the proposed development and the site's accessibility credentials can be found in the Planning Covering Letter, Design and Access Statement, and Transport Assessment.

a. Car Parking Provision

8. The proposed development incorporates two areas of ground floor, under podium, car parking, one area within blocks B, C, E and F, and the other area within blocks A and D. The parking within blocks B, C, E and F has a second area of car parking at mezzanine level accessed via an internal ramp from the ground floor car parking.
9. The scheme provides a total of 189 car parking spaces, split between 183 car parking spaces for residential use, and 6 spaces for commercial use.
10. Of the total of 189 car parking spaces, 182 spaces are located in the car parks within the building envelopes; whilst 7 spaces are provided within the landscaped areas outside of the buildings.

11. The scheme provides 3% (6 spaces) of the residential parking spaces as designated disabled spaces for blue badge disabled parking only. The majority of these are to be located near to the Wheelchair accessible homes in Building D.
12. The car parks have been designed for future provision of a further 7% of the parking spaces to be adapted for use by blue badge holders, should they be needed.
13. The residential parking provision results in 0.45 spaces per dwelling, which is considered to be suitable for a PTAL 4 site, and sits below the TfL maximum figures of 0.5 spaces per dwelling for sites in PTAL 4 locations.
14. As per the S106 Agreement for the site, residents of the development will not be allowed to apply to the Council for parking permits, this will ensure that the development will not cause overspill parking onto surrounding highways.
15. Additionally, 2 car club parking spaces and 5 motorcycle spaces are also provided.
16. In accordance with the Emerging London Plan the scheme provides both active and passive Electric Vehicle Charging Points. 20% of the residential spaces will have active charging facilities, equating to 38 spaces.
17. As set out above, the commercial element of the proposal has 6 car parking spaces allocated to its users. This is considered an appropriate level of parking, given the PTAL 4 accessibility of the site and the associated cycle parking facilities.
18. Cycle parking has also been provided in accordance with the London Plan, as per the approved scheme (Ref. 73955/APP/2021/3362). The cycle parking is provided in the under-podium parking areas adjacent to the two car parks. The cycle parking is provided in smaller secure covered areas which will be accessible to the residents that they serve rather than the entire site. The scheme proposes a minimum of 727 long stay cycle parking spaces. Further design details are provided within the submitted planning drawings, and clarification is provided in the Transport Assessment.
19. Short stay cycle parking for visitors is also provided in the scheme with 26 short stay spaces provided. Sheffield stands are located nearby to the employment uses on the Commercial Spine for those visiting the commercial uses, and spaces are located nearby to the residential entrances for visitors to the residential dwellings.

b. Management of the Car Parking

20. The site will be managed by Greystar's onsite management team who will oversee the allocation of car parking spaces and will be responsible for issuing permits for the onsite car parking spaces, and ensuring that the parking is only used by those registered.
21. The affordable units will be managed by a Registered Provider (RP); the RP will be responsible for allocating the car park spaces in Blocks A and D to the affordable units.
22. Both car parks will incorporate gates to ensure they can only be accessed by those with permits to park within them.
23. A travel plan is required to be prepared and submitted prior to the occupation of the development, in accordance with Schedule 7 of the S106 Agreement.