

Car Parking Management Plan

103 Judge Heath Lane, Hayes, UB3 2PB

Application Reference: 75637/APP/2021/407

To Discharge Condition 7

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INTRODUCTION

This Car Parking Management Plan has been produced by The White House Design, to discharge condition no. 7 for the proposed residential housing units at 103 Judge Heath Lane, Hayes, UB3 2PB. This development has been granted planning permission on the 6th July 2021 with the application reference number 75637/APP/2021/407.

CONDITION 7

"No development approved by this permission shall be commenced 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, demonstration that all parking spaces are served by electrical charging points 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 proposed vehicular access is from Judge Heath Lane to site that facilitates the 6 car parking spaces. The site entrance situated near the north facing boundary in the centre of the site 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 75637/APP/2021/407. Means of Access will be further specified in accordance with condition 8 also submitted under this planning application.

TABLE 1

PARKING ALLOCATION SCHEDULE 103 Judge Heath Lane	
SPACE NUMBER	ALLOCATION
1	House 1 - EVCP
2	House 1 - EVCP
3	House 2 - EVCP
4	House 2 - EVCP
5	House 3 - EVCP
6	House 3 - EVCP

**LAYOUT 1
PARKING ALLOCATION SCHEME**



The car parking spaces will be numbered 1 - 6 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 2800mm by 5000mm. These dimensions meet the required dimensions for parking bays in London Borough of Hillingdon. The site is equipped with cycle stores to provide cycle storage for residents.

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;
- Vehicle not parking within a demarcated space, but otherwise authorised;
- Vehicle parking inappropriately and liable to cause obstruction.

VEHICLES NOT PARKED IN CORRECT SPACE

Where vehicles otherwise authorised to park in the development have not parked in the correct 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.

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.

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. As result we have allocated 6 active EVCP parking locations shown in the above diagrammatic image at parking spots 1-6, 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 has been produced 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.