

**Parking
Management Plan
- Condition 22**

Hayes Town Centre

12 February 2026

Prepared for London Borough of Hillingdon

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London Borough of Hillingdon

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1. Introduction

1.1 Preamble

- 1.1.1 In March 2022, the London Borough of Hillingdon (LBH) granted planning approval to the London Borough of Hillingdon (the Applicant) for a hybrid planning application (reference: 76551/APP/4499) at a site, *Land at Austin Road, Hayes*, with the description of the development as follows:

“Hybrid application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; provision of a community centre (up to 140sq. m of Use Class F2(b) floorspace); new pedestrian and vehicular access; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Blocks A and B comprising 80 residential units (Class C3); new pedestrian vehicular access; associated amenity space and landscaping; car and cycle parking; refuse storage, servicing area, and other associated infrastructure to include temporary highways and landscaping works.”

- 1.1.2 Expanding upon this description, the approved development involved the phased demolition of the existing estate, which comprised of 260 homes served by 223 car parking spaces, to provide new affordable and private sale homes within a regenerated estate environment. The approved development sought to provide up to 500 residential dwellings, within residential blocks ranging from 2 storeys to 12 storeys in height, along with improved connectivity, landscaping and public realm, delivered across five phases.
- 1.1.3 The hybrid application was supported by sufficient information in relation to a Detailed First Phase, located at the northern part of the site (Blocks A and B), to allow full planning approval to be granted. This part of the site is near completion, with handover anticipated early 2026.
- 1.1.4 The hybrid application was supported by a series of Parameter Plans, submitted for approval, which established the key parameters and principles of the remaining Outline Area in relation to Development Zones, Building Heights, Access, and Movement and Hard and Soft Landscaping. The Parameter Plans sought to underpin the principles of any future development proposal, setting the minimum and maximum parameters within which reserved matters applications will be brought forward in the future.
- 1.1.5 The hybrid application was subject to a number of planning conditions, with Condition 22 stating:

“Prior to occupation of each phase of the development, a Parking Management and Allocation Plan for that phase shall be submitted to and approved in writing by the Local Planning Authority. It shall detail the following:

- (i) The arrangement for all parking onsite and include provisions for managing, monitoring enforcement and review. All on-site parking spaces shall be solely for*

use by the future residents of the development hereby approved and shall not be used for any other purpose of leased/sub-let

(ii) *A Parking Design and Management Plan to ensure that an additional 7% of dwelling could be provided with one designated disabled parking space per dwelling in future upon request as soon as existing provision is insufficient.*

The approved plan shall be implemented as soon as the development within that phase is brought in to use and shall remain in place thereafter. Any changes o the plan shall be agreed in writing by the Local Planning Authority.”

1.1.1 The Applicant has since formulated revised development proposals which has necessitated the submission of a S73 Application minor material amendment (application ref:76551/App/2025/2864).

1.1.2 This pending S73 Application is supported by a series of updated Parameter Plans, submitted for approval, which again seek to establish the key parameters and principles of the remaining Outline Area.

1.1.6 The pending S73 Application is supported by an updated Illustrative Masterplan, representing design intent. The Illustrative Masterplan envisages a total scale of development across the site, including both Detailed and Outline areas, of up to 562 homes, an increase of 62 homes above the previous approval.

1.1.7 As part of the pending S73 application, the Applicant is seeking to amend the wording of a number of planning conditions associated with the original hybrid application. The wording of Condition 22 is proposed to be changed as follows:

“Prior to occupation of each phase of the development, a Parking Management and Allocation Plan for that phase shall be submitted to and approved in writing by the Local Planning Authority. It shall detail the following:

- (i) *The arrangement for all parking onsite and include provisions for managing, monitoring enforcement and review. All on-site parking spaces shall be solely for use by the future residents of the development hereby approved and shall not be used for any other purpose of leased/sub-let/*
- (ii) *A Parking Design and Management Plan to ensure that an additional 7% of **(3% on Phase 4)** dwelling could be provided with one designated disabled parking space per dwelling in future upon request as soon as existing provision is insufficient*

The approved plan shall be implemented as soon as the development within that phase is brought in to use and shall remain in place thereafter. Any changes to the plan shall be agreed in writing by the Local Planning Authority.”

1.2 Reserved Matters Application and Parking Management Plan

1.2.1 The Application has now formulated detailed proposals for part of the Outline areas encompassing Phase 2 and Phase 3 only, which will form part of a Reserved Maters Application (RMA).

- 1.2.2 The Applicant has instructed the preparation of this PMP, which will accompany the RMA, in order to allow the discharge of Condition 22 in relation to Phase 2 and 3 only. Whilst the S73 Application seeks to amend the wording of Condition 22, this amendment relates to Phase 4 only, which is not the subject of the RMA Application and is not therefore relevant to this PMP.
- 1.2.3 Following this introduction, this PMP is therefore structured as follows:
- **Section 2** describes the proposed scale of development associated with the RMA;
 - **Section 3** describes the car and cycle parking layout that forms part of the RMA submission, blue badge provision and uplift strategy and proposed access arrangements;
 - **Section 4** describes the proposed allocation and enforcement strategy;
 - **Section 5** confirms the Applicant's responsibility for ongoing maintenance; and
 - **Section 6** then concludes.
- 1.2.4 For the avoidance of doubt, the scope of the PMP relates to just the car parking accommodated within the Phase 3 building and not the on-street provision across any of Phase 2 and 3 or other phases. Any on-street provision will not be allocated to the residents as it will be located within public highway and cannot therefore, by definition, meet the criteria of item i) of the Condition wording. For completeness the on-street parking provision is described within the PMP.

2. RMA Development Proposals

2.1 Scale and Phasing

2.1.1 The RMA proposals, encompassing Phases 2 and 3 only, are for a scale of development totalling 239 homes, with accommodation mix summarised below in **Table 2.1**.

Table 2.1 RMA Scale of Development

Phase	Core	Tenure	1-bed	2-bed	3-bed	4-bed	Total
RMA Area							
Previous Phase 2 / 3, Now Phase 3	GF	Social Rent	0	2	13	4	19
	C	Social Rent	8	10	7	0	25
	C	Private	8	12	8	0	28
	D	Social Rent	17	19	10	0	46
	E	Social Rent	23	19	10	0	52
	F	Social Rent	12	33	14	0	59
Previous Phase 5 / Now Phase 2	N/a	Social Rent	0	0	8	2	10
Total							
Total			68	95	70	6	239

2.1.2 The proposed RMA site layout is attached at **Appendix A**.

2.1.3 The RMA proposals also include a community centre within the ground floor of Phase 3, which replaces existing provision on-site and which is largely envisaged to serve the local population, with no allocated car parking.

3. Proposed Parking Layout and Access

3.1 Proposed Parking Quantum

- 3.1.1 The Phase 3 building footprint includes an undercroft car parking area, which is proposed to be accessed via the introduction of a new 5m wide priority junction with Crown Close, accommodating 42 spaces, of which 8 are blue badge.
- 3.1.2 Phase 3 then includes an additional 4 on-street spaces on the southern edge of the Phase 1 connecting side street, which are intended on being allocated as car club parking, although it is acknowledged that the eastern most space in fact partially straddles the Phase 1/3 boundary, meaning it is likely to be delivered as part of the Phase 3 delivery.
- 3.1.3 Phase 2 then includes an additional 5 on-street spaces north of the connecting side street, arranged in parallel fashion, which can be included within LBH's Parking Management Scheme, being accessible to permit holders only.
- 3.1.4 Phase 2 also includes a 2.7m x 6.6m blue badge space within the southern extent of the proposed loading bay on the eastern side of the realigned Austin Road south of the connecting side street.
- 3.1.5 Phase 2 also includes a 2.7m x 6.6m blue badge space on the southern side of the realigned Austin Road immediately west of its junction with Silverdale Road, which will allow blue badge holders who are visiting the community centre to park within 50m of the centre, though it is acknowledged the space will be within public highway and not therefore allocated to the development itself.
- 3.1.6 These on-street parking spaces will be subject to appropriate traffic management orders, which will confirm who and when these spaces can be accessed.
- 3.1.7 Car parking provision is therefore summarised in **Table 2.3** and indicated at **Figure 3.1**.

Table 3.1 RMA Car Parking Provision

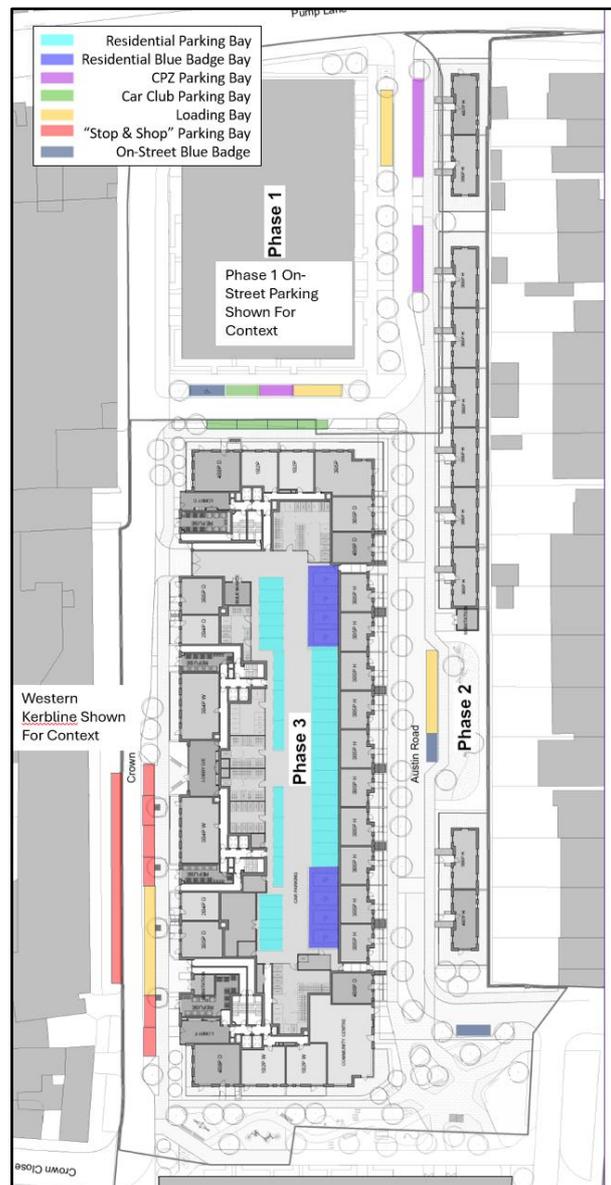
S73 Phase	On-site Standard	On-site Blue Badge	Total On-Site	On-Street Parking Management Scheme (CPZ)	On-Street Car Club	On-Street Blue Badge	Total On-Street	On-Site + On-Street Total	Units
Phase 2	0	0	0	5	0	2	7	7	10
Phase 3	34	8	42	0	4**	0	0	46	229
Total	34	8	42	5	4	2	11	53	239

*Phase 3 also includes highway works on Crown Close, which will include the re-provision of 6 'stop and shop' spaces along the eastern kerbline, not included within these calculations

**It is acknowledged that one of the eastern space on the connecting side street actually straddles the Phase 1/3 boundary, meaning it will be delivered via Phase 3 works.

- 3.1.8 **Table 3.1** therefore confirms that the Phase 2 and 3 RMA proposals will include 42 on-site car parking spaces within the Phase 2 undercroft, a ratio of 0.18 spaces per unit for the total Phase 2/3 unit numbers of 239. The Phase 2/3 proposals will also include a total of 11 additional on-street spaces, including Parking Management Scheme, Car Club and Blue Badge spaces, though it is acknowledged these on-street spaces will not be allocated to residents.
- 3.1.9 A S106 Agreement will secure the development as ‘car-free’ in the sense that residents of the site will be precluded from applying for on-street parking permits within the adjacent Parking Management Scheme. Depending on the specific wording of the S106 Agreement, some residential properties may be permitted to access an on-street parking permit, which is beyond the scope of this PMP.

Figure 3.1 Car Parking Provision



3.2 Electric Vehicle Charging

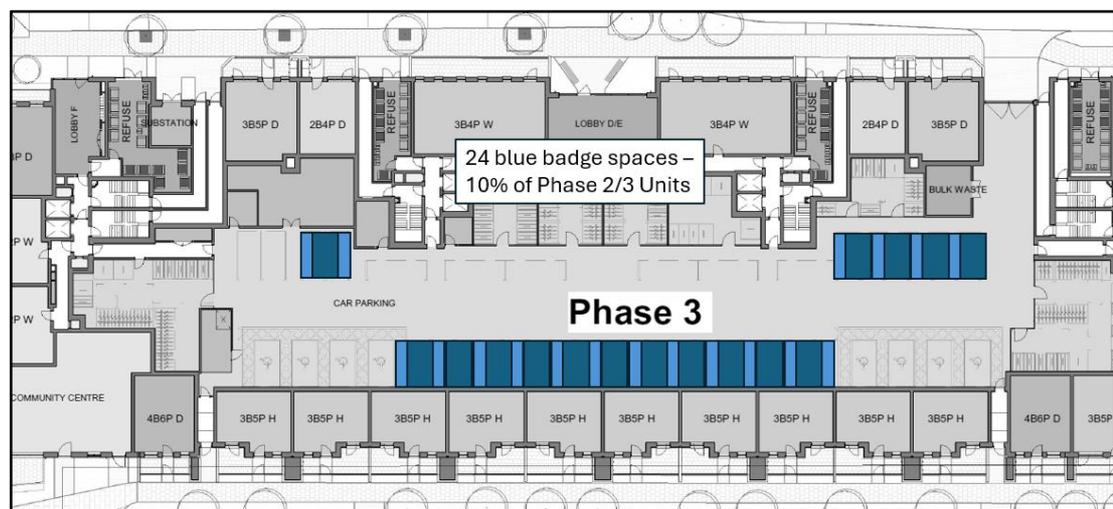
3.2.1 In accordance with planning condition 19 (as amended) 20% of allocated car parking spaces within the Phase 3 undercroft car park will be provided with 'active' electric charging infrastructure, with the remaining 80% being provided with 'passive' provision (ducting/wiring/capacity).

3.3 Blue Badge Uplift

3.3.1 The Phase 3 on-site provision in isolation includes 8 blue badge spaces, which ensures that the minimum London Plan policy requirement of 3% of proposed units have access to a blue badge parking space from the outset of occupation.

3.3.2 It would then be possible to reallocate the undercroft on-site standard spaces as blue badge parking, to accommodate 24 blue badge spaces, allowing an additional 7% of units to have access to a blue badge parking space. This is indicated illustratively in **Figure 3.2** below. 8 standard spaces would be retained under this scenario.

Figure 3.2 Additional Blue Badge Provision

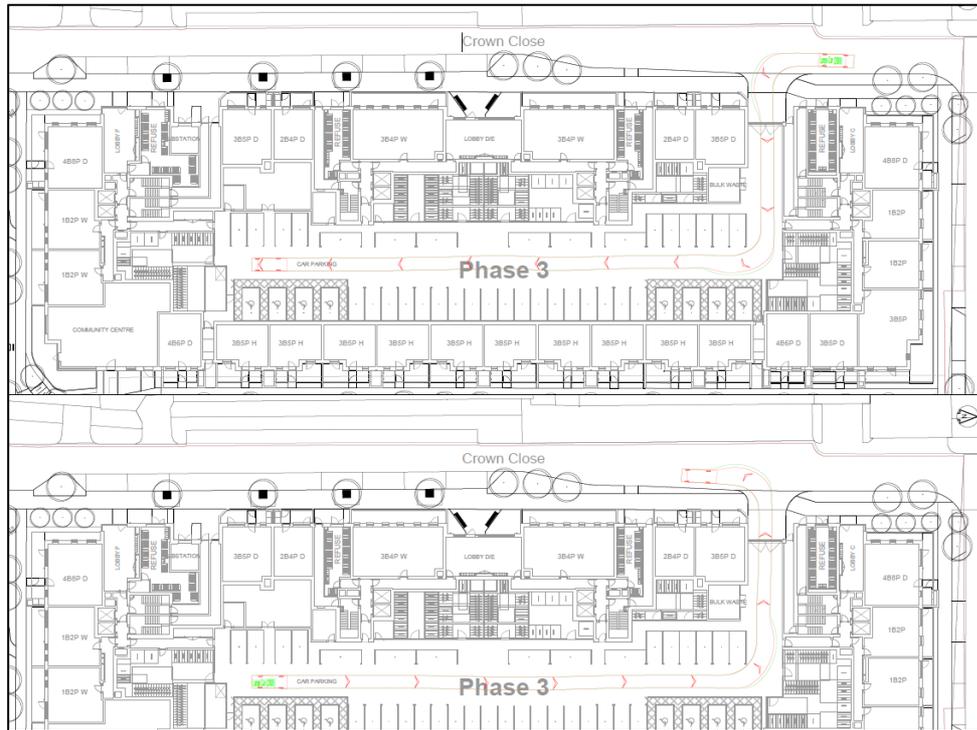


3.4 Proposed Car Parking Access

3.4.1 Access to the Phase 2 spaces will be taken from the carriageway on Austin Road, parking vehicles will simply be able to enter and exit the on-street bays normally.

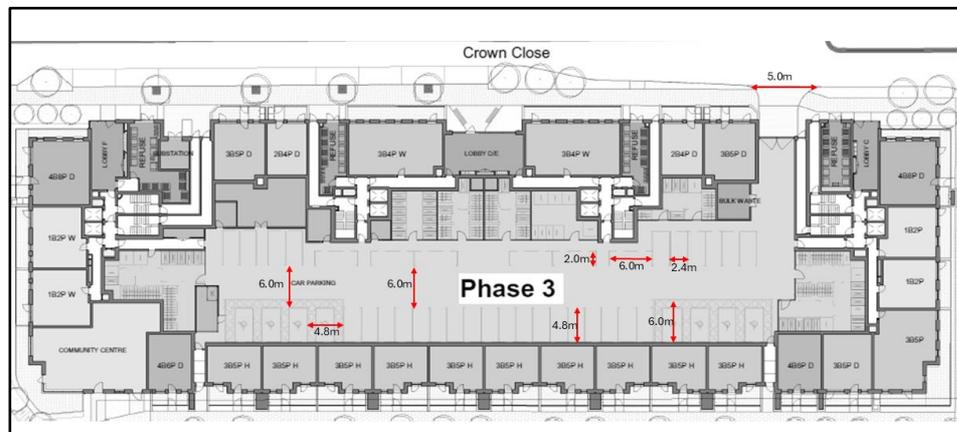
3.4.2 Vehicle swept path analysis demonstrating a large car can enter and exit the point of access into the Phase 3 car park are provided at **Drawing 25288-MA-XX-XX-DR-C-7021**, with an extract provided below at **Figure 3.3**.

Figure 3.3 Drawing 25288-MA-XX-XX-DR-C-7021 Extract - Phase 3 Car Park Tracking



- 3.4.3 The car park access will be gated, which will require fob access, preventing unauthorised access. Similar controls will be installed at each of the non-vehicular points of access into the parking areas and into interconnecting spaces such as residential cores, plant rooms, and cycle stores.
- 3.4.4 Each of these spaces are a minimum of 2.4m x 4.8m, with the layout including some parallel spaces that are at least 6m long. Blue badge spaces are afforded with a 1.2m wide access strip on each side. Aisle widths are 6m. Detailed arrangement for Phase 3 is indicated below at **Figure 3.4**.

Figure 3.4 Phase 3 Parking Layout



3.5 Cycle Parking

- 3.5.1 The Phase 3 building includes secure and sheltered cycle parking within a number of stores across the building footprint, with a total number of spaces that is compliant with London Plan standards in terms of quantum, with each store accommodating a mix of both two-tier provision and ground floor stands, some of which have additional offsets to accommodate wider bikes, reflecting TfL requirements of 75% two-tier and 25% as Sheffield Stands.
- 3.5.2 Access to/from the stores via bike is envisaged to be via the Crown Close car park access, which is two-way at this location.
- 3.5.3 Phase 2 residents are provided with a dedicated secure and sheltered bike store within their front garden that will be able to accommodate two bikes.
- 3.5.4 The cycle parking requirements and indicative proposals are summarised below in **Table 3.2**, with locations indicated at **Figure 3.5**.

Table 3.2 RMA Cycle Parking Policy Requirement

Phase	Core	1-bed	2+ bed	Requirement	Proposals
RMA Area					
Phase 2	N/a	0	10	20	20, within dedicated secure stores within front gardens
Phase 3	GF	0	19	38	425 spaces, of which 319 (75%) two-tier, 85 (20%) are Sheffield stands and 21 (5%) are Sheffield stands with larger offsets
	C	16	37	98	
	D	17	29	83.5	
	E	23	29	92.5	
	F	12	47	112	
Phase 3 Total		68	161	424	
Phase 2 + Phase 3 Grand Total		68	171	444	445

- 3.5.5 In addition to the residential provision, short-stay visitor provision can be provided, dispersed across the layout, meeting the minimum policy requirement of 1 space per 40 units + 1 space.

Figure 3.5 Cycle Access and Parking



4. Allocation and Enforcement

4.1 Allocation

- 4.1.1 Residents of Phases 2 and 3 will both be afforded access to the Phase 3 car park and car parking spaces will be made available to each of them only. Non-residents of Phases 2 and 3 will not be afforded access to this car parking.
- 4.1.2 Parking access will be provided on a leased basis requiring a 6 month renewal period. Spaces will not be sold and any resident moving away from the site will automatically surrender their parking permit on the day that they vacate.
- 4.1.3 To apply for parking, residents will need to provide both proof of residence and proof of vehicle ownership to demonstrate they are a Phase 2 or Phase 3 resident and the vehicle to which any parking permit relates is associated with that address. Residents will then be provided with a parking permit to display in their windscreens at all times, unless the Applicant is content to manage this via an electronic arrangement.
- 4.1.4 Once applications are open, car parking allocation will be prioritised to returning residents who were previously residents affected by the redevelopment proposals, allocated on a first come first served basis.
- 4.1.5 After an initial 3-month period following first occupation that will be used to allow for this returning resident prioritisation to filter through, should there be any unallocated spaces, non-returning residents can then apply for parking permits, with weighting given to the larger units for allocation where feasible.
- 4.1.6 A parking permit will be valid for a period of 6 months, after which the permit holder will have to renew their permit, which will allow for the reallocation to additional blue badge provision in the future should demand dictate. Residents will therefore be warned of the potential that parking permits may not be renewed in order to facilitate this change.
- 4.1.7 The parking permit will provide a right to park. Individual parking spaces will not be allocated to specific addresses.
- 4.1.8 Residents may not sub-let the parking spaces to any third parties.
- 4.1.9 Should a parking permit expire, residents must surrender any car park access fob they have been provided.

4.2 Enforcement

- 4.2.1 Car park access will be controlled by an access gates, and will therefore, be largely self-enforcing, with fob access used to control the access gate.
- 4.2.2 The Applicant will keep an up to date electronic database as to which household has an active parking permit and will perform regular checks to ensure parking abuse is not occurring.

-
- 4.2.3 Residents will be encouraged to report any parking abuse to the relevant LBH departments.
 - 4.2.4 Any unauthorised vehicle that is observed to be repeatedly parking within the car parking bays may then be subject to a penalty, issued by LBH via their standard procedures.

5. Maintenance

- 5.1.1 The Applicant will employ a management agent to ensure that the car park, on street bays and associated areas such as cycle parking are well maintained, lit and clean.

6. Summary and Conclusion

- 6.1.1 In conclusion, This PMP has been prepared to form part of a Reserved Matters Application associated with the proposed residential development at a site, *Land at Austin Road, Hayes* and is intended to discharge a planning condition requiring a PMP to be submitted prior to the occupation of each Phase.
- 6.1.2 The PMP relates to Phase 2 and Phase 3, which will be served by an undercroft resident car accommodating 42 parking spaces, accessed from Crown Close.
- 6.1.3 In response to the anticipated wording of the associated planning condition, the PMP has:
- Identified the allocation and enforcement strategies associated with the Phase 2 and Phase 3 car parking proposals;
 - Confirmed that car parking within the Phase 3 undercroft car park will be reserved for Phase 2 and 3 residents;
 - Identified how additional blue badge parking can be introduced in the future, should demand arise.
 - Confirmed that on-street provision will not be allocated to residents.
- 6.1.4 On this basis, Markides Associates are of the view that the associated planning condition can now be discharged.

DRAWINGS

25288-MA-XX-XX-DR-C-7021 Phase 3 Car Parking Swept Path Analysis

25288-MA-XX-XX-DR-C-7024 Phase 3 Car Parking Swept Path Analysis

NOTES

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.
2. This drawing is based upon drawing number HTC-FRP-ZZ-00-GA-A-20600 supplied by PRP and Markides Associates shall not be liable for any inaccuracies or deficiencies.
3. Markides Associates accept no responsibility for any unauthorised amendments to this drawing. Do not rely on dimensions scaled from this plan.
4. Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.



Large Car (2006)	Overall Length	5.079m
	Overall Width	1.872m
	Overall Body Height	1.525m
	Min Body Ground Clearance	0.310m
	Max Track Width	1.831m
	Lock to lock time	4.00s
	Kerb to Kerb Turning Radius	5.900m

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- REVERSE GEAR



Revision History						
P01	FOR INFORMATION		JPB	AKS	AKS	25.01.26
Rev	Comment		By	Chkd	Appr	Date
Current Revision						
P01	FOR INFORMATION		SD	AKS	AKS	27.01.26
Rev	Comment		By	Chkd	Appr	Date

S2 - FOR INFORMATION
 LONDON BOROUGH OF HILLINGDON



Project
HAYES TOWN CENTRE

Drawing Title
**PHASE 3 CAR PARKING
 SWEEP PATH ANALYSIS**

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NOTES

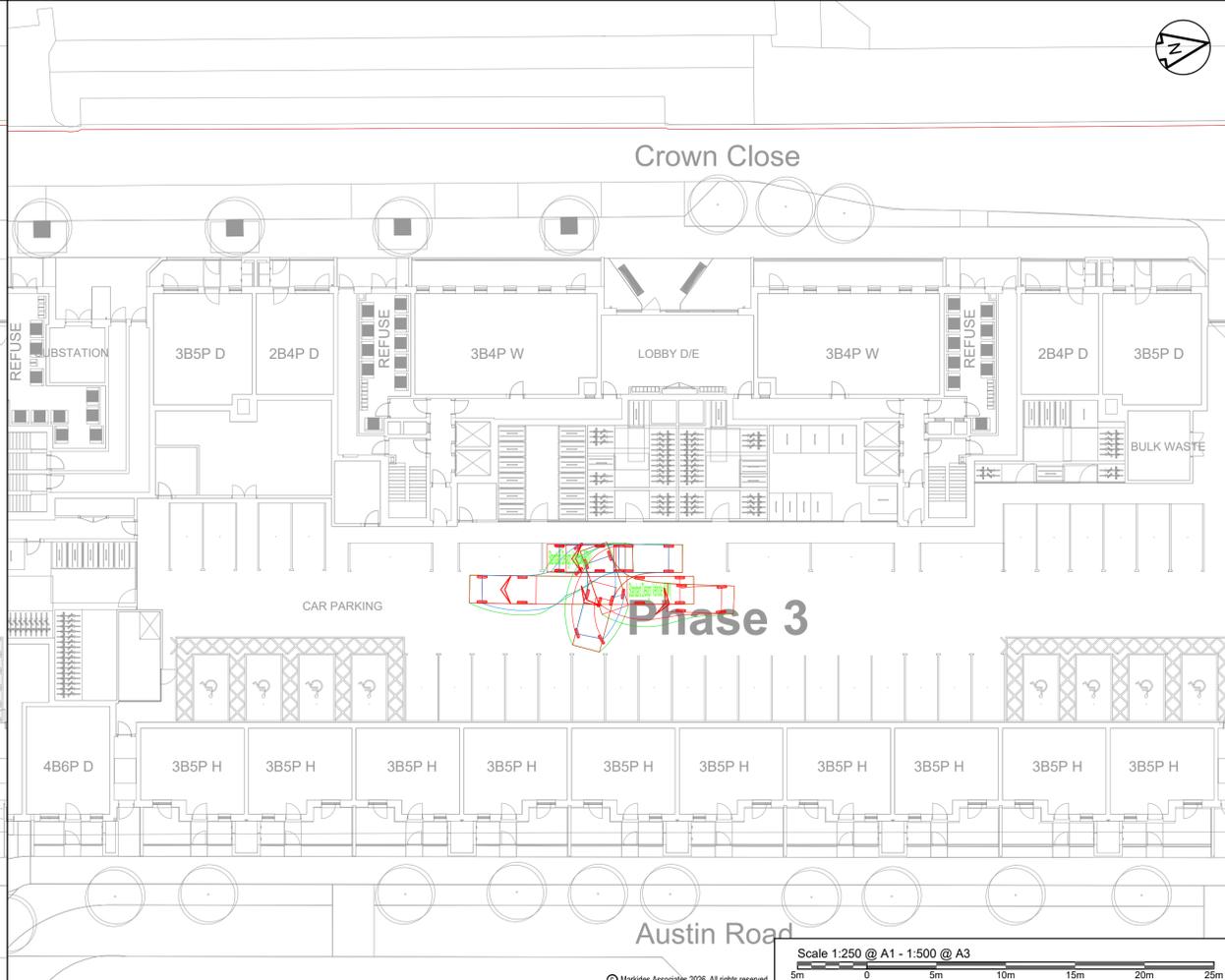
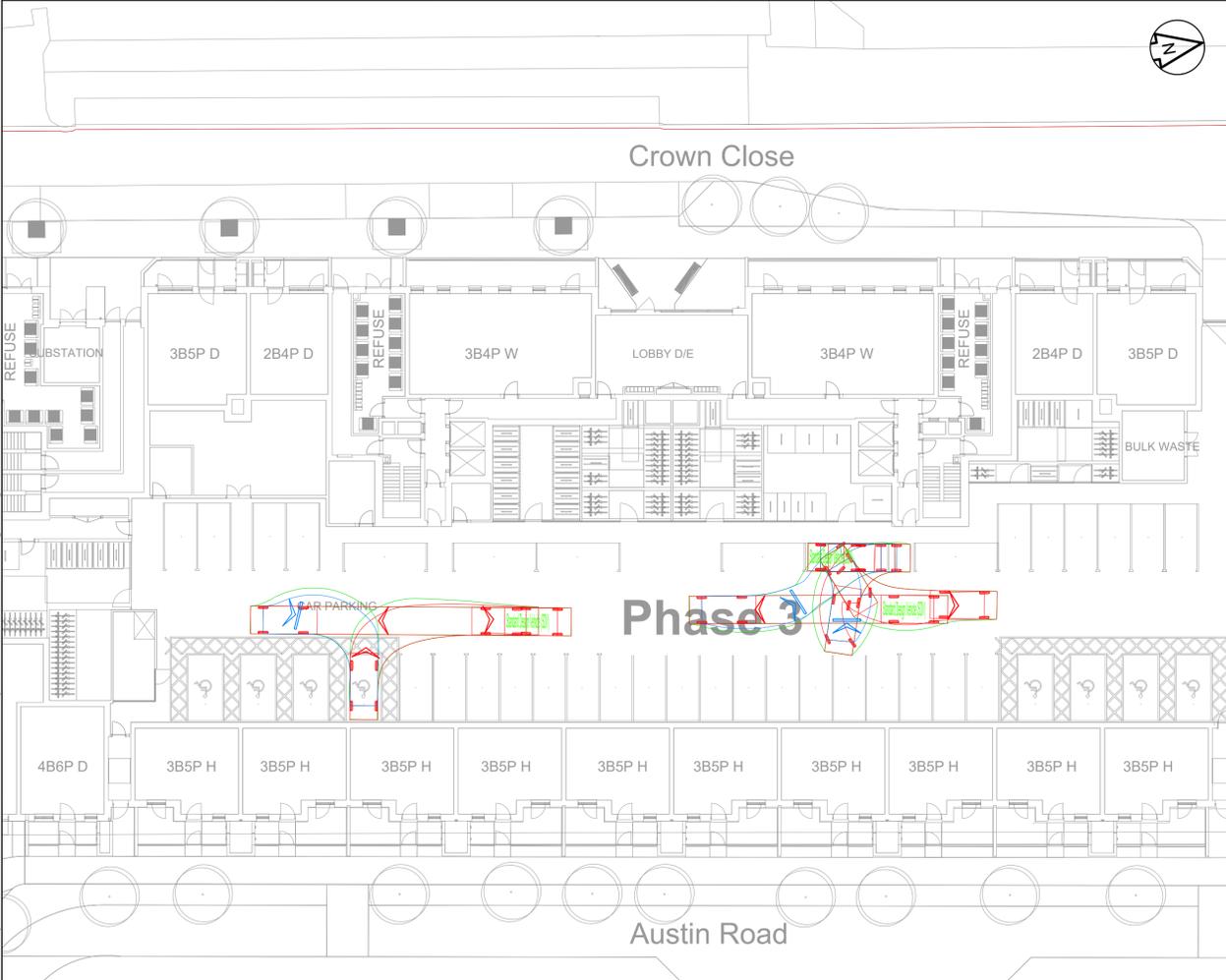
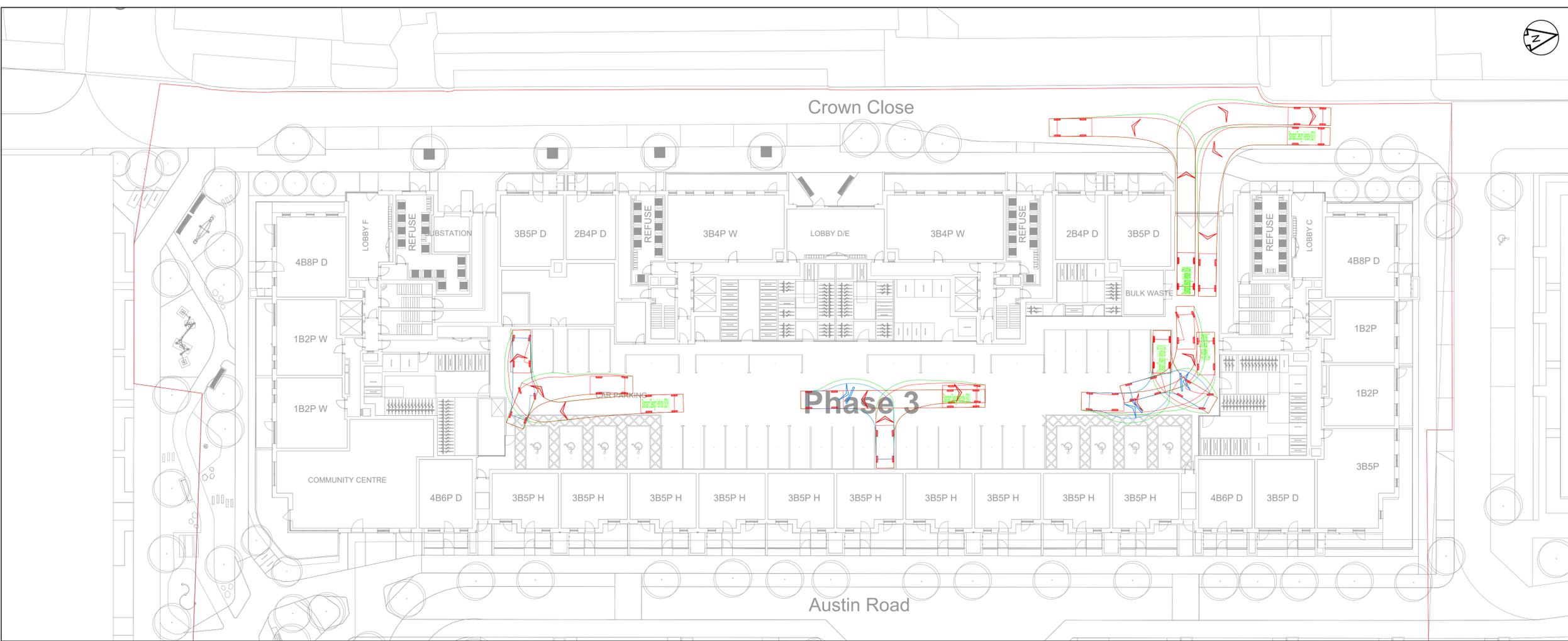
1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.
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4. Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.



Standard Design Vehicle (SDV)
 Overall Length 4.800m
 Overall Width 2.000m
 Overall Body Height 1.950m
 Min Body Ground Clearance 0.100m
 Track Width 2.000m
 Lock to lock time 4.50s
 Wall to Wall Turning Radius 6.000m

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- REVERSE GEAR



Revision History						
Rev	Comment	By	Chkd	Appr	Date	
P01	FOR INFORMATION	NB	AKS	AKS	28.01.26	
Rev	Comment	By	Chkd	Appr	Date	
Current Revision						
P01	FOR INFORMATION	NB	AKS	AKS	28.01.26	
Rev	Comment	By	Chkd	Appr	Date	

S2 - FOR INFORMATION
HIGGINS PARTNERSHIP



Project
HAYES TOWN CENTRE S73

Drawing Title
**7.5T BOX VAN
 SWEPT PATH ANALYSIS**

Scale 1:250 @ A1 - 1:500 @ A3

Markides Associates reference: 25288 1:250 @ A1

25288-MA-XX-XX-DR-C-7024 - P01

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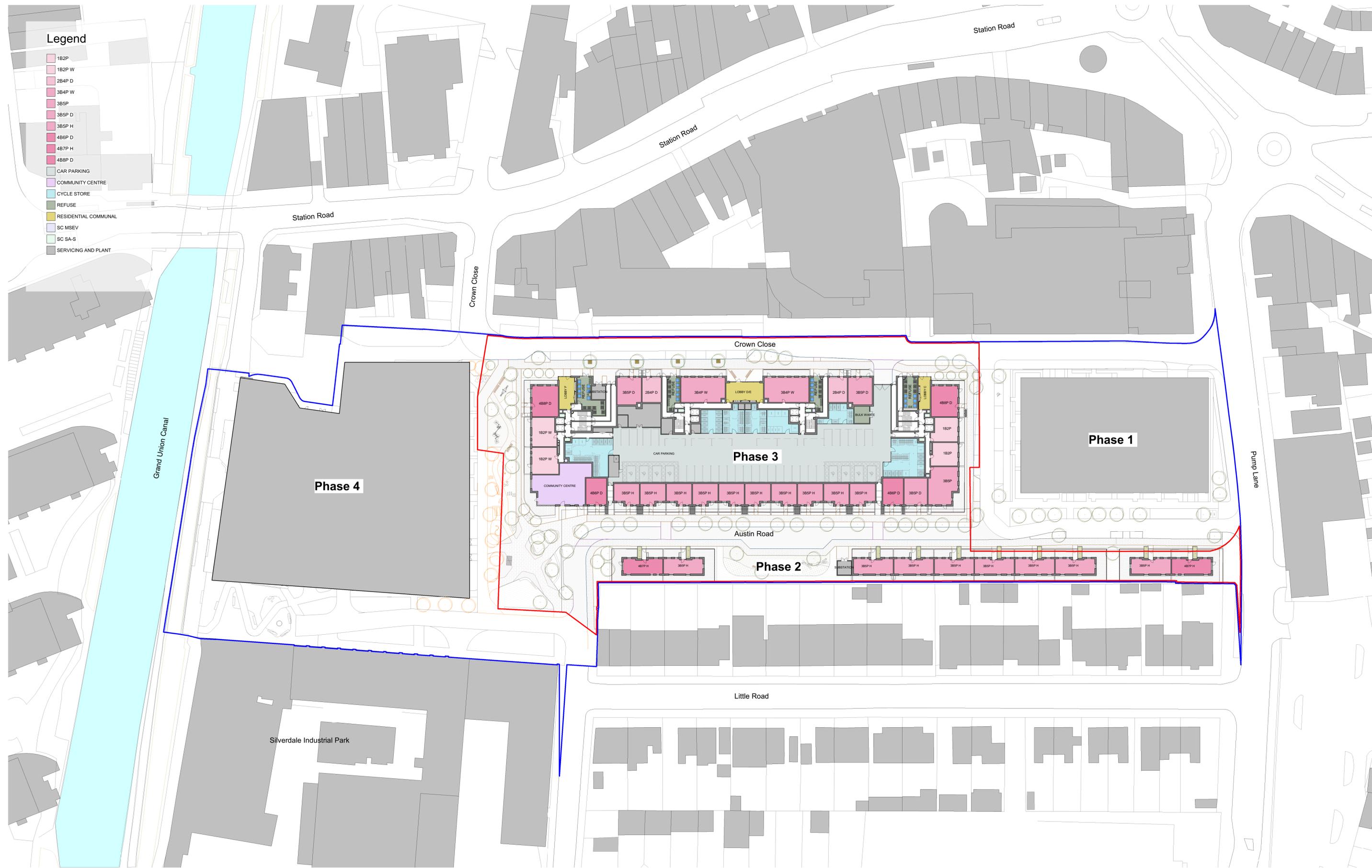
APPENDICES

Appendix A – Site Plan

APPENDIX A – SITE PLAN

Legend

- 1B2P
- 1B2P W
- 2B4P D
- 3B4P W
- 3B5P
- 3B5P D
- 3B5P H
- 4B6P D
- 4B7P H
- 4B8P D
- CAR PARKING
- COMMUNITY CENTRE
- CYCLE STORE
- REFUSE
- RESIDENTIAL COMMUNAL
- SC MSEV
- SC SA-S
- SERVICING AND PLANT



Hybrid Planning Application Boundary
Reserved Matters Application Boundary



CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.
Designed with reference to the surveys, information and reports listed: 15865-21-31651PLS-01REV - Topographical Survey (Survey Solutions); C154568-01-01-RevD - Tree Survey Plan (Middelmeirch Environmental); 07890-SYN-00-DR-MEP-0001 - Existing Utility Overlay (Synergy)

Rev Date Description
DRAFT

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Date Jan 2026
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Hayes Town Centre
Site Plan Ground Floor

Project Origin Zone Level Type Role Number
HTC - PRP - ZZ - 00 - GA - A - 20600
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S4 - Planning - STAGE ISSUE





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