

Parking Management Plan – Condition 18



Avondale Drive



16 December 2025

Prepared for London Borough of Hillingdon

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1. Introduction

1.1 Preamble and S73 Application 76551/APP/2021/4502

1.1.1 In March 2022, the London Borough of Hillingdon (LBH) granted planning approval to the London Borough of Hillingdon, as the Applicant, for a hybrid planning application (reference 76551/APP/2021/4502) at a site, *Land at Avondale Drive, Hayes*, with description of development as follows:

"Hybrid planning 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; new pedestrian and vehicular accesses; associated amenity spaces, open space, landscaping; car and cycle spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Block A comprising 20 residential units (Class C3); new pedestrian access; associated amenity space and landscaping; cycle parking, refuse storage, and other associated infrastructure."

1.1.2 Expanding upon this description, the approved development involved the phased demolition of the existing estate, which comprised of three 13-storey blocks of flats, each containing 48 flats (a total of 144 homes), to provide new affordable and private sale homes within a regenerated estate environment. The proposals sought to provide up to 240 residential dwellings, within residential blocks ranging from 2 storeys to 10 storeys in height, along with improved landscaping and public realm, delivered across three phases, Phase 1A, Phase 1B and Phase 2, with Phase 1A encompassing the full part of the hybrid application (Block A).

1.1.3 The application was supported by an illustrative masterplan. Phase 1A encompassed the western most block of the masterplan.

1.1.4 The application was supported by a series of Parameter Plans, which established the key parameters and principles of the Outline Area of the proposals in relation to Development Zones, Building Heights, Access, and Movement and Hard and Soft Landscaping.

1.1.5 The application was supported by sufficient information in relation to the Detailed First Phase, Phase 1A, to allow full planning approval to be granted and this part of the site, Block A, is now being delivered.

1.1.6 The hybrid application was subject to a number of planning conditions, with Condition 18 stating:

"Prior to the occupation of each relevant phase of development within the Outline Area, a Parking Management and allocation Plan for that relevant phase shall be submitted to and approved in writing by the Local Planning Authority. It shall detail the following:

(i) The arrangements for all parking onsite and include provisions for managing, monitoring, enforcement and review. All on-site parking spaces shall be solely for use by 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 dwellings could be provided with one designated disabled persons 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 each phase is brought into use and shall remain in place thereafter. Any changes to the plan shall be agreed in writing by the Local Planning Authority.

REASON: To ensure the appropriate operation of the car parks and prevention of inappropriate/informal parking from taking place by users of the site, in accordance with Policies DMT1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020).

- 1.1.7 The Applicant has since formulated revised development proposals which have necessitated the submission of a S73 Application minor material amendment (application ref:76551/App/2025/2861).
- 1.1.8 The 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. The Parameter Plans 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.
- 1.1.9 The S73 Application seeks to amend the wording of a number of planning conditions associated with the original hybrid application. The wording of Condition 18 is however assumed to be retained should the S73 Application be approved.

1.2 Reserve Matters Application and Parking Management Plan

- 1.2.1 The Applicant is now intending on submitting a Reserve Matters Application (RMA) at the same time as the S73 Application is being determined in order to respond to the revised wording of the planning conditions within the S73 Application.
- 1.2.2 Whilst the wording of Condition 18 is not envisaged as changing, the Applicant has instructed the preparation of this PMP in order to allow Condition 18 to be discharged as part of any subsequent approval of the RMA.
- 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 5** then concludes.

2. RMA Proposals

2.1 Scale of Development

2.1.1 The RMA proposals are for a scale of development totalling 266 homes, with accommodation mix summarised below in **Table 2.1**.

2.1.2 Whilst the previously approved Phase 1A is not the subject of this RMA, it is included for completeness.

Table 2.1 RMA Scale of Development

Phase	Block	Tenure	1-bed Flats	2-bed Flats	3-bed Flats	4-bed Flats	Total
Detailed First Phase							
1A	Phase 1A Block A (Currently Being Delivered)	Social Rent	7	16	5	2	30
Outline Area (to be amended by S73 application)							
2	B	Social Rent	14	16	3		33
	C	Social Rent	14	16	2		32
	D	Social Rent	3	12	13		28
1B	E	Private	47	46			93
	Ground Floor Duplex	Social Rent	3	2	2	5	12
	F	Private	13	18	22		53
	F	Shared Ownership		4	11		15
Total							
RMA Total			94	114	53	5	266
Full Site Total			101	130	58	7	296

3. Proposed Parking Layout and Access

3.1 Proposed Car Parking Quantum

3.1.1 A total of 70 car parking spaces are proposed, split across Phase 1B and Phase 2, as follows:

Table 3.1 Car Parking Provision

	Units	Total	Standard	Blue Badge	Blue Badge %
Phase 1B Podium	173	28	23	5	3%
Phase 2 Podium	93	42	39	3	3%
Total	266	70	62	8	3%

3.1.2 The car parking provision therefore includes a total of 8 spaces reserved for blue badge holders only, meeting the minimum London policy requirement of 3% of households having access to a blue badge parking space from the outset of occupation.

3.2 Proposed Car Parking Access and Layout

3.2.1 The parking spaces are provided within separate secure undercroft parking areas, the extent of which is indicated at **Appendix A**, with extract below at **Figure 3.1**.

Figure 3.1 Proposed Site Plan



- 3.2.2 Phase 1B parking is accessed via a proposed 4.5m wide access with Abbotswood Way, above which there is a resident's courtyard at first floor podium level.
- 3.2.3 Phase 2 parking is accessed via a 4.5m wide proposed access with Avondale Drive, between Blocks B and C.
- 3.2.4 Vehicle swept path analysis demonstrating a large car can access and egress the points of access into each car park are provided at **Drawing 25289-MA-XX-XX-DR-C-7002**, with extract below at **Figure 3.2**.

Figure 3.2 Drawing 25289-MA-XX-XX-DR-C-7002 Extract – Car Park Tracking



- 3.2.5 Each of the car park points of 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. Each of the car parking spaces are a minimum of 2.4m x 4.8m, with a 6m aisle width, and blue badge spaces benefiting from an additional 1.2m access zone on each side, therefore meeting design requirements for car parking as set out in standard design guides. A small number of spaces within Phase 2 have a shorter aisle width of 5.5m, however these spaces have been widened to approximately 3m to mitigate this restriction. Where possible, spaces adjacent to boundary walls are afforded with additional width. Detailed arrangements for both phases are indicated below at **Figure 3.3** and **Figure 3.4**.

Figure 3.3 Phase 1B Parking Layout

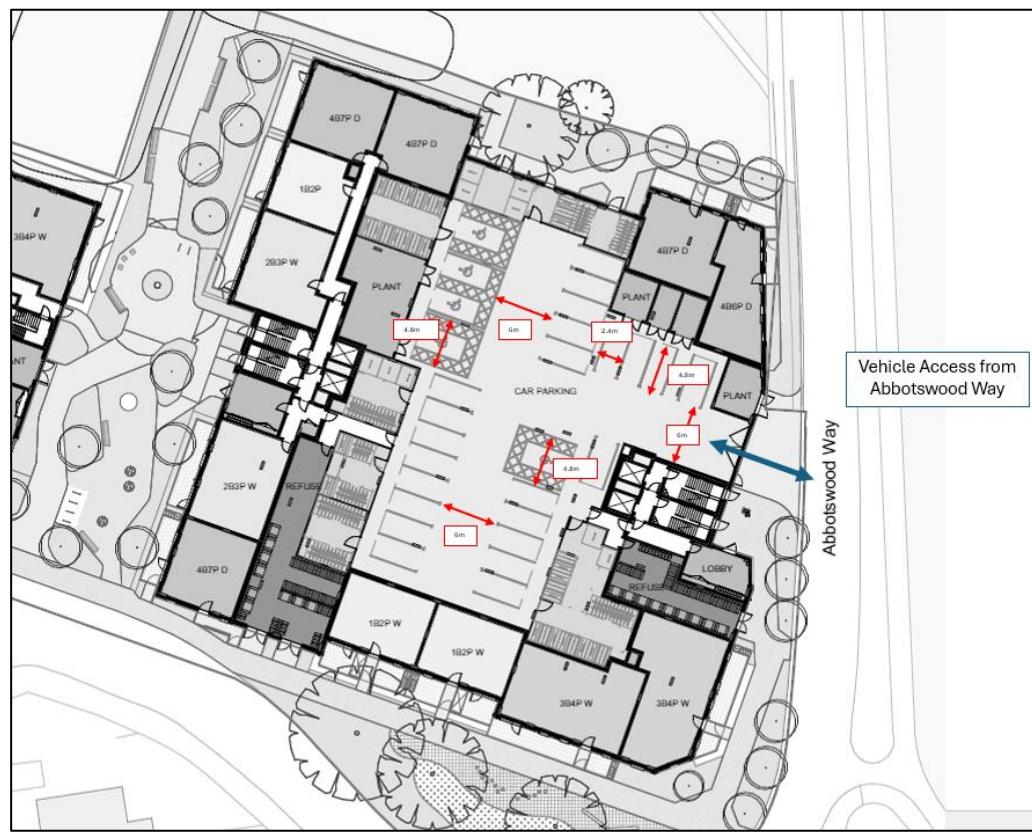
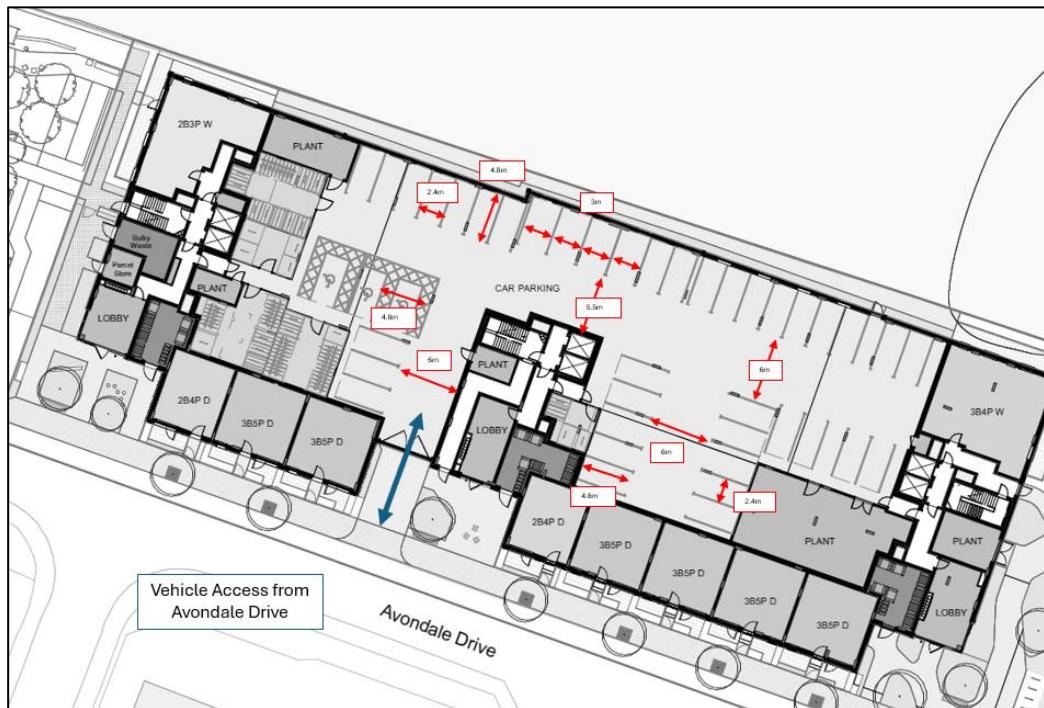


Figure 3.4 Phase 2 Parking Layout



3.3 Electric Vehicle Charging

3.3.1 In accordance with planning condition 15 (as amended) 20% of allocated car parking spaces are provided with 'active' electric charging infrastructure, with the remaining 80% being provided with 'passive' provision (ducting/wiring/capacity). Across both phases this equates to:

- Phase 1B – 6 'active' spaces and 22 'passive' spaces
- Phase 2 – 8 'active' spaces and 34 'passive' spaces

3.4 Blue Badge Uplift

3.4.1 Planning Condition 18 wording requires the PMP to identify how additional blue badge spaces could be provided up to an additional 7% of households, meaning a total of 10% of households would have access to a blue badge space.

3.4.2 In response to this, DfT Data Table DIS0105 confirms that in 2024, only 4.4% of the LBH population held a blue badge and, on that basis, it is unlikely that the 10% demand will ever be realised.

3.4.3 Notwithstanding, applying this uplift would result in the following requirements set out in **Table 3.2**.

Table 3.2 Blue Badge Uplift

	Units	Blue Badge Proposed	10% Requirement	Uplift Requirement	Uplift Proposed
Phase 1B Podium	173	5	17	12	11
Phase 2 Podium	93	3	9	6	7
Total	266	8	26	18	18

3.4.4 Table 3.2 therefore confirms that across the site a total uplift of 18 blue badge spaces can be provided. However, due to structure, 11 out of the 12 uplift requirement is provided within Phase 1B. To mitigate this, an additional blue badge space is provided within Phase 2 and if necessary special dispensation can be given to the Phase 1B resident that might need access to this final space within Phase 2, though this is unlikely to be ever necessary.

3.4.5 It is also acknowledged that for 5 of the uplift spaces within Phase 1B, the 1.2m access hatch can only be provided on one side of the space due to structure, which cannot be altered. However, on the assumption that only either a driver or passenger is in possession of a blue badge with additional access needs, then the access strip on one side should be sufficient on the basis that there is a clear zone on each front/rear edge of the space, allowing wheelchair access to/from the vehicle boot.

3.4.6 The uplift arrangement is indicated below at **Figures 3.5** and **3.6**.

Figure 3.5 Phase 1B – Blue Badge Uplift



Figure 3.6 Phase 2 – Blue Badge Uplift



3.5 Proposed Cycle Parking

3.5.1 The Phase 1b and 2 proposals include secure and sheltered cycle parking in accordance with London Plan requirements, which includes a mix of both two-tier racks and traditional 'Sheffield' stands, the latter of which includes spaces with wider offsets to accommodate larger bikes.

3.5.2 Across the site this provision includes a total of 484 cycle spaces, comprising 362 double stacked, 97 as Sheffield stands and 25 stands that will accommodate larger stands.

3.5.3 Two of the proposed ground floor homes within Phase 1B have their own secure and sheltered cycle lockers within their own private front garden areas.

3.5.4 Additional visitor provision is included within the area between Phase 1B and Phase 2.

3.5.5 **Figure 3.7** indicates the cycle parking locations across the site.

Figure 3.7 Phase 1B and Phase 2 Cycle Parking



4. Allocation and Enforcement

4.1 Allocation

4.1.1 Whilst the Phase 1B and Phase 2 proposals will deliver a mix of affordable and private housing, access to and use of the car park will be managed by the Applicant, who will therefore also manage car parking allocation.

4.1.2 Car parking across the site will be available to site residents only, provided on a leased basis, requiring a 6 month renewal period. Spaces will not be sold. A resident moving away from the site will automatically surrender their parking permit on the day they move from the site.

4.1.3 Initially, Phase 1B car parking will be made available to Phase 1B residents only, with Phase 2 car parking being made available to Phase 2 residents only. Should demand from each phase not meet the car parking provision within that phase, over a period of 6 months following first occupation, then access to the car park can be opened up to the adjacent phase. Should there still be reserve capacity within a specific car park after 12 months following first occupation, then the Applicant could allow access to the car parking spaces for Phase 1A residents.

4.1.4 Residents will therefore need to provide both residential proof and vehicle proof to demonstrate they are a Phase 1B or Phase 2 resident and the vehicle to which any parking permit relates is associated with that address.

4.1.5 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.

4.1.6 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.

4.1.7 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.

4.1.8 The parking permit will provide a right to park. Individual parking spaces will not be allocated to specific addresses.

4.1.9 The Applicant will apply charges to access the permits, the amount of which is to be confirmed.

4.1.10 Residents may not sub-let the parking spaces to any third parties.

4.1.11 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 access gates and will, therefore, be largely self-enforcing, with fob access used to control the access gates.
- 4.2.2 Notwithstanding, the Applicants will keep an up to date electronic database as to which household has an active parking permit and the vehicle registration to which that permit relates, and/or require residents to display a parking permit within their vehicle windscreen 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 park 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 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 Avondale Drive, Hayes* and is intended to discharge a planning condition requiring a PMP to be submitted.

6.1.2 The PMP relates to Phase 1B and Phase 2, which will both be served by on-site undercroft resident car parks with 28 parking spaces for Phase 1B, accessed from Abbotswood Way, and 42 parking spaces for Phase 2, accessed from Avondale Drive.

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 1B and Phase 2 car parking proposals;
- Confirmed that Phase 1B and Phase 2 car parking will be reserved for site residents, with access afforded to Phase 1A residents should supply exceed demand;
- Identified how additional blue badge parking can be introduced in the future, should demand arise.

6.1.4 On this basis, Markides Associates are of the view that the associated planning condition can now be discharged.

DRAWINGS

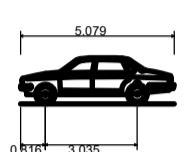
25289-MA-XX-XX-DR-C-7002 Car Parking Swept Path Analysis P03



DO NOT SCALE OFF THIS DRAWING

NOTES

- 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.
- This drawing is based upon drawing number AVD-PRP-ZZ-00-GA-A-20600 supplied by PRP and Markides Associates shall not be liable for any inaccuracies or deficiencies.
- Markides Associates accept no responsibility for any unauthorised amendments to this drawing. Do not rely on dimensions scaled from this plan
- 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 Width
Overall Length
Overall Body Height
Min Body Ground Clearance
Max Body Width
Lock to lock turn
Kerb to Kerb Turning Radius

5.079m
1.525m
0.31m
0.831m
4.00s
5.900m

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- REVERSE GEAR



Revision History					
P03	FOR INFORMATION	JPB	AKS	AKS	16.12.25
P02	FOR INFORMATION	JPB	AKS	AKS	21.11.25
P01	FOR INFORMATION	JPB	AKS	AKS	23.09.25
Rev	Comment	By	Chkd	Appr	Date
Current Revision					
P03	FOR INFORMATION	JPB	AKS	AKS	16.12.25
Rev	Comment	By	Chkd	Appr	Date

S2 - FOR INFORMATION

HIGGINS PARTNERSHIP

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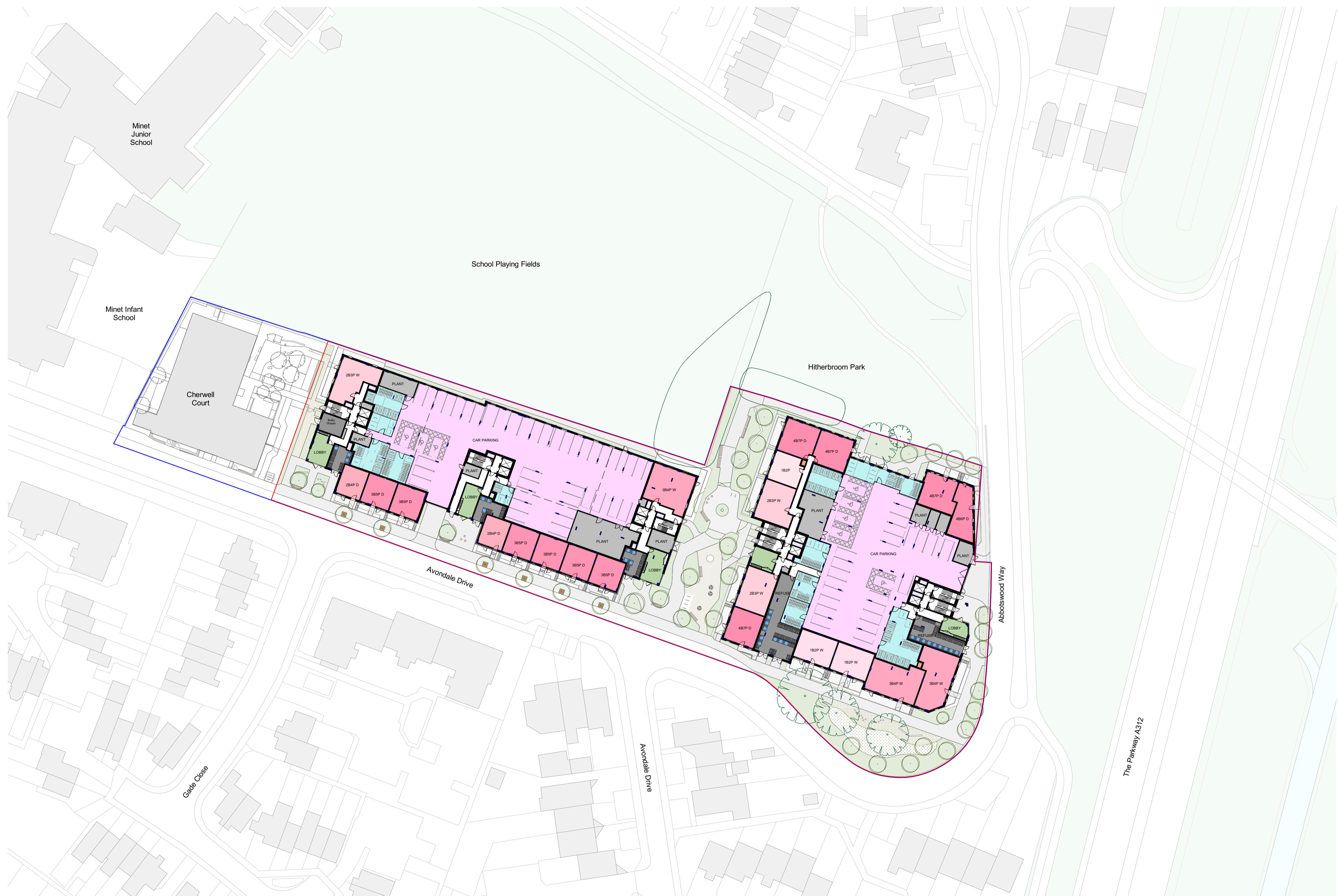
Project AVONDALE S73

Drawing Title CAR PARKING SWEPT PATH ANALYSIS

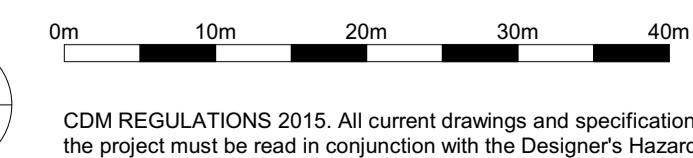
Markides Associates reference: 25289 1:250 @ A1

25289-MA-XX-XX-DR-C-7002 - P03

APPENDIX A – SITE PLAN



Outline Planning Application Boundary
Reserved Matters Application Boundary



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Designed with reference to the surveys, information and reports listed:
15873-21-31652BWL - Topographical Survey (Survey Solutions); C154688-01-01-RevB - Tree Survey Plan (Midmarch Environmental); 12124_12125_001 - Utility Survey (ND Oliver & Co); Avondale Drive-Existing level survey of future development areas (MB Modebest)

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Avondale Drive
Site Plan - Ground Floor

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PRP

Legend

- 1B2P
- 1B2P W
- 2B3P W
- 2B4P D
- 3B4P D
- 3B5P D
- 4B6P D
- 4B7P D
- CAR PARKING
- CYCLE STORE
- LOBBY
- MECH SMOKE VENT
- NAT SMOKE VENT
- REFUSE
- SERVICING AND PLANT



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