



Parking Management Plan

Former Library Site, Falling Lane, Yiewsley

Prepared for Bugler Developments Limited

By YES Engineering Group Limited

June 2026



Revision History

Revision N°	Prepared By	Description	Date

Document Acceptance

Action	Name	Signed	Date
Prepared by	K Backhouse		June 2026
Reviewed by	P Willis		June 2026
Approved by	J Willis		June 2026
on behalf of	YES Engineering Group Ltd		

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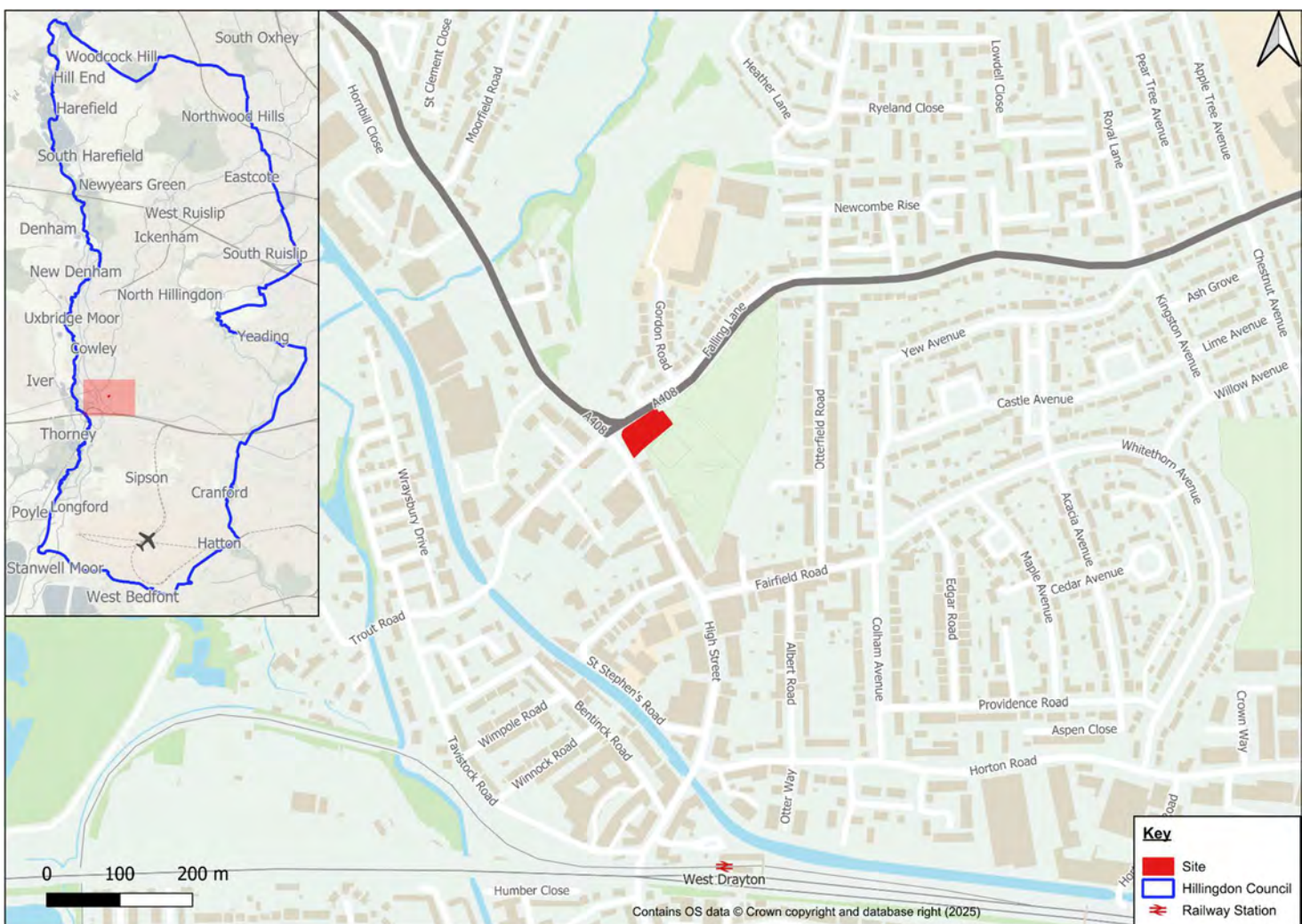
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1 Introduction

1.1 Context

- 1.1.1 YES Engineering Group Ltd has been instructed by Bugler Developments Limited to prepare a Parking Management Plan (PMP) to discharge Planning Condition 21 of the planning consent (planning application reference 76795/APP/2023/2503) in relation to the proposed residential development at the Former Library Site on Falling Lane, Yiewsley.
- 1.1.2 As shown at **Figure 1.1**, the development Site is located adjacent to the High Street / Falling Lane junction and is bound by Yiewsley Recreation ground to the east and south. The Site lies within the administrative area of the London Borough of Hillingdon (LBH) and the Greater London Authority (GLA).

Figure 1.1 – Location Plan



1.2 Approved Development

- 1.2.1 The approved development is for the demolition of the existing library building and construction of a new residential building containing 50 no. flats. Car parking is to be provided on ground floor level and within an undercroft car park.
- 1.2.2 Planning Condition 21 relates to the Former Library Site associated with the planning permission, and the condition is set out overleaf.

Condition 21

Prior to occupation of the relevant phase of the development, a Parking Management and Allocation Plan 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 RESIDENTIAL on-site parking spaces shall be solely for the use by future residents of the development hereby approved and shall not be used for any other purpose or leased/sub-let.

(ii) The final arrangements for managing the Rabbsfarm School Car Parking Area, including the access gate arrangements to ensure the future security of this parking area.

The approved plan shall be implemented as soon as the development 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.

- 1.2.3 The approved Site Plan is attached as **Appendix A** and an extract of the Site Plan showing the car parking arrangements is set out as **Figure 1.2** below. It can be seen that residents will pass through the car parking area associated with Rabbsfarm School before reaching their private parking in the undercroft. As shown below, a security gate will be installed at the entrance to the undercroft parking area to the school parking area and an additional gate will be installed at the entrance to the residents parking to prevent unauthorised access.

Figure 1.2 – Car Park Arrangements



- 1.2.4 The security gates will form a brick bond chainlink roll down shutter. An example of this is shown in **Figure 1.3** below.

Figure 1.3 – Example of Security Gate



- 1.2.5 The Rabbsfarm School car parking area comprises 15 no. car parking spaces provided for the sole use of Rabbsfarm School and marked/signed for their use only. These spaces are physically and operationally segregated from the residential parking by means of the security gate arrangements described in this Plan. The gates to the school car park will be open at set times as agreed with the school to facilitate drop off/pick up parking. The gates will be closed outside of these times. The gates into the residential parking area of the site will be closed at all times.
- 1.2.6 Future residents will be given a fob or access code to open both the school gates as well as the residents parking gates.

2 Management and Operation of the Residential On-Site Car Park

2.1 Management Role and Responsibilities

- 2.1.1 Management of the car park will be the responsibility of the Residential Management Company. Details of the Management Company and contact details will be provided to all residents upon occupation.
- 2.1.2 The Management Company will be responsible for monitoring the use of the car park and any potential enforcement measures which may be required as follows. Residents who park in any inappropriate location on-site, such as a space not allocated to them or in the Rabbsfarm School car parking area, will be fined.

2.2 Maintenance and Operation

- 2.2.1 Maintenance of the car park will be the responsibility of the Management Company. The Management Company will be the residents' contact for any issues relating to the maintenance or operation of the car park and will be responsible for addressing identified issues reported.
- 2.2.2 The car park will be accessed via a gated system so unauthorised drivers are prohibited from entering the Site. Residents will be provided with a fob or access code to enter the two development security gates.

2.3 Parking Allocation

- 2.3.1 The residential parking spaces will be numbered and allocated to individual residents living in the development by the Management Company for a surcharge.
- 2.3.2 In accordance with London Plan Policy T6.1 (Residential Parking), all residential car parking spaces will be leased to residents of the development and will not be sold. No parking space will be tied to, or sold with, any individual dwelling. The right to use a space will be granted by the Management Company under a lease/licence arrangement for the duration of a resident's occupation only, and the space will revert to the Management Company for re-allocation when that occupation ends. This leasing arrangement is offered exclusively to residents of the approved development; residential spaces shall not be leased, sub-let or otherwise made available to non-residents or the general public. It is acknowledged that this leasing regime will be secured by planning condition.
- 2.3.3 The Blue Badge parking spaces will be allocated as demand arises and this situation reviewed if the household circumstances change.
- 2.3.4 Each of the 13 residents parking spaces will be allocated to specific individuals who will be given a key fob or access code to activate the two security gates leading to the car parking area. The five Blue Badge spaces will be allocated to residents who hold a Blue Badge parking permit and require the use of a space for mobility reasons.
- 2.3.5 All residents will be informed of the parking arrangements in person, via notice boards and email/newsletters and told not to enter the car park unless they have a valid key fob/access code to park there. They will also be made fully aware that they should not park in the Rabbsfarm school car park under any circumstance.

2.4 Parking Dimensions

- 2.4.1 The car parking spaces will be marked out to ensure parking is done suitably and in an organised manner. The standard spaces will be 2.4m x 4.8m, however, the five Blue Badge spaces will have an

extra 1.2m in width to enable easy access/egress of the vehicle. These spaces are based upon the standards suggested in the Department of Transport's Inclusivity Mobility document (2005).

2.5 Signage

- 2.5.1 A sign will be erected on or by the security gates stating the car park is for authorised users only to prevent unauthorised vehicles driving into the parking area.
- 2.5.2 Signage will also be installed at the security access gates stating that incoming vehicles have priority over exiting vehicles.
- 2.5.3 Signage within the car park will also be provided in a clear and visible manner informing car park users of the applicable control measures, who is operating enforcement of those rules, the party to contact for further information, and how to appeal a penalty that has been incurred.

2.6 Enforcement Process

- 2.6.1 In order to ensure that the use of the car park is operated correctly and efficiently, it must be monitored and enforced appropriately. This will be undertaken by the Management Company.
- 2.6.2 As the car park will be barrier-controlled it is considered unlikely that unauthorised access can occur however, certain activities will be considered non-compliant, these being:
 - Vehicles not parked in the correct parking space (other designated bay)
 - Vehicles not parked within a demarcated space, but otherwise authorised
 - Vehicles parked inappropriately such as in the Rabbsfarm School car parking area and causing (or liable to cause) obstruction
 - Unauthorised vehicle parking on-site, within a demarcated space or not in demarcated space
 - Residential parking spaces shall be used solely by residents of the approved development and shall not be sold, nor leased, sub-let or otherwise made available to any person who is not a resident of the approved development.
- 2.6.3 The Management Company will be responsible for taking the appropriate enforcement action in the event that any non-compliance is observed and recorded.

3 Management and Operation of the Rabbsfarm School On-Site Car Park

3.1 Management Role and Responsibilities

- 3.1.1 Management of the car park will be the responsibility of the Rabbsfarm School.
- 3.1.2 Rabbsfarm School will be responsible for monitoring the use of the car park and any potential enforcement measures which may be required as follows. Drivers who park in any inappropriate location on-site, such as a space not allocated to them or parking outside school hours when not authorised, might be subject to a fee.

3.2 Maintenance and Operation

- 3.2.1 Maintenance of the car park will be the responsibility of Rabbsfarm School.
- 3.2.2 The car park will be accessed via a gated system so unauthorised drivers are prohibited from entering the Site. Rabbsfarm School will be consulted to determine when the security gate leading to the school parking area will be opened and closed, which will be term time only. The School will ensure that the gate is opened and closed at the specific times.

3.3 Parking Allocation

- 3.3.1 None of the parking spaces within the school car parking area will be allocated unless congestion within the car park occurs.
- 3.3.2 Rabbsfarm School will be responsible for informing the users of the car park of the parking arrangements via notice boards and email/newsletters and told not to enter the car park unless they have a valid reason to park there.

3.4 Parking Dimensions

- 3.4.1 The car parking spaces will be marked out to ensure parking is done suitably and in an organised manner. The standard spaces will be 2.4m x 4.8m, however, the Blue Badge spaces will have an extra 1.2m in width to enable easy access/egress of the vehicle. These spaces are based upon the standards suggested in the Department of Transport's Inclusivity Mobility document (2005).

3.5 Signage

- 3.5.1 A sign will be erected by the Site entrance stating the car park is for authorised school users only to prevent unauthorised vehicles driving into the parking area.
- 3.5.2 Signage within the car park will also be provided in a clear and visible manner informing car park users of the applicable control measures, who is operating enforcement of those rules, the party to contact for further information, and how to appeal a penalty that has been incurred.

3.6 Enforcement Process

- 3.6.1 In order to ensure that the use of the car park is operated correctly and efficiently, it must be monitored and enforced appropriately. This will be undertaken by the School.
- 3.6.2 As the car park will be barrier-controlled it is considered unlikely that unauthorised access can occur however, certain activities will be considered non-compliant, these being:
 - Vehicles not parked in the correct parking space (other designated bay)
 - Vehicles not parked within a demarcated space, but otherwise authorised

- Vehicles parked inappropriately such as in the Blue Badge parking spaces without a Blue Badge and causing (or liable to cause) obstruction such as to the residential car park
- Unauthorised vehicle parking on-site, within a demarcated space or not in demarcated space.

3.6.3 The School will be responsible for taking the appropriate enforcement action in the event that any non-compliance is observed and recorded.

3.7 **Prevention of Resident Misuse of the School Parking Area**

3.7.1 It is acknowledged that residents must pass through the Rabbsfarm School parking area in order to reach the residential undercroft car park. The security gate arrangements described in this Plan prevent unauthorised access by the general public, but do not by themselves prevent a resident from stopping and parking within the school area whilst passing through. The following layered measures are therefore proposed to prevent residents from parking within the school parking area.

3.7.2 Design measures. The route between the two security gates will be designed and marked as a clearly demarcated through-route (drive aisle) that is visually and physically distinct from the school parking bays. Hatched no-stopping road markings will be applied along this route, and the running lane will be of a width sufficient only to drive through, such that any vehicle stopping within it would obstruct the access of other vehicles, including the resident's own onward access to the undercroft. The second security gate, at the entrance to the undercroft, will be set to close automatically after each vehicle passes, so that the natural movement of a resident is to drive directly through the school area to their allocated space rather than to stop within it.

3.7.3 Absence of incentive. Every resident who is entitled to park is allocated a numbered space within the undercroft car park, immediately beyond the school parking area, for which a charge is paid. As guaranteed parking is available a short distance further on, there is no convenience to be gained by a resident stopping in a school bay. The risk to be managed is therefore one of occasional or casual misuse rather than any shortfall in resident parking provision.

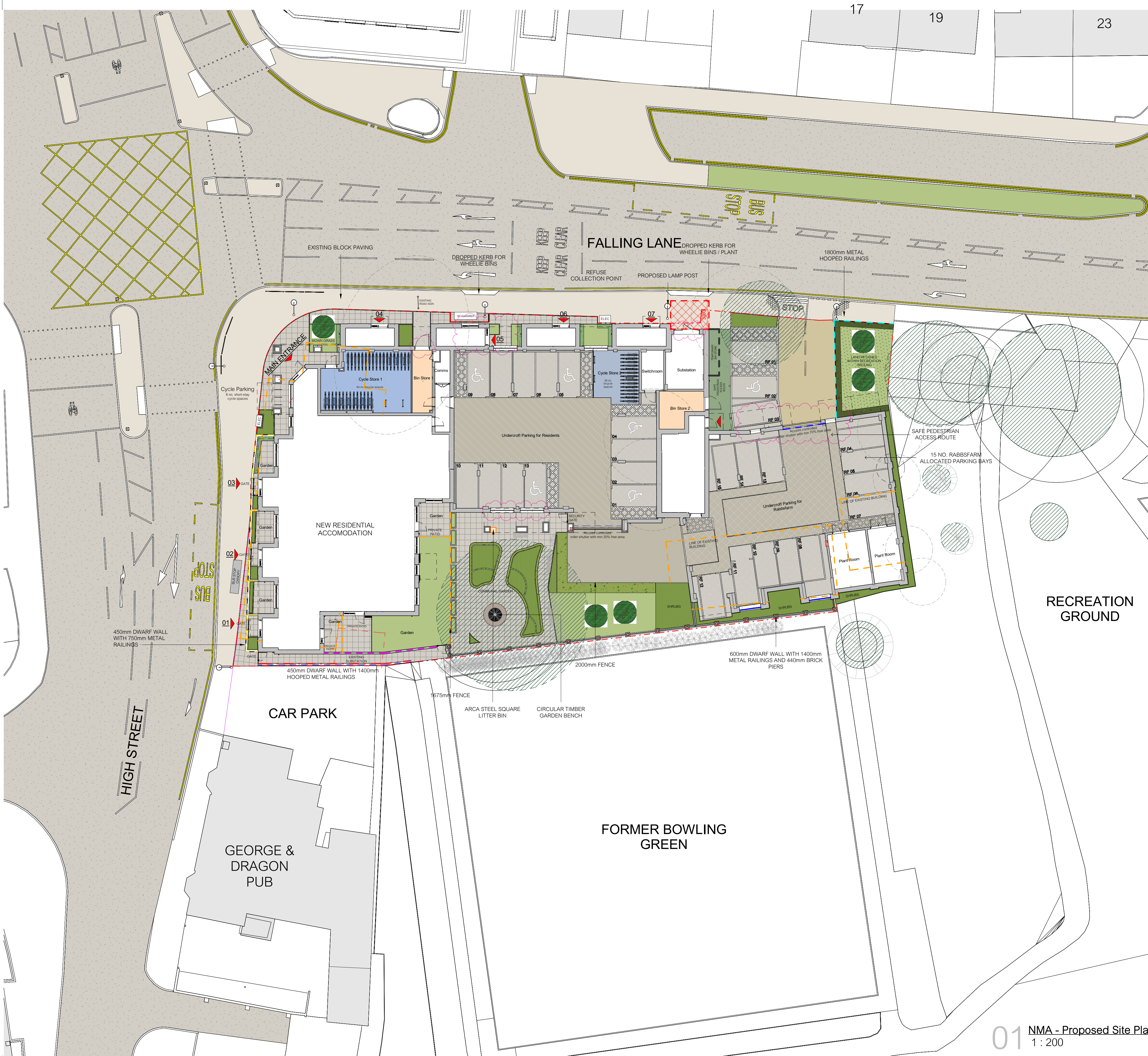
3.7.4 Monitoring and enforcement. CCTV coverage will be provided over the school parking area. Should the School raise an issue with indiscriminate parking, then the CCTV footage will be reviewed and penalties issued to any resident found to have parked within the school parking area. The prohibition on residents parking within the school parking area, and the associated penalty regime, will be set out in the lease/licence terms granted to each resident, so that the restriction is contractually enforceable as well as being subject to the on-site enforcement measures described in this Plan. Signage at the entrance to the school parking area will reinforce that the bays are reserved for the sole use of Rabbsfarm School and that residents must proceed directly to the undercroft car park.

4 Ongoing Updates and Revisions

- 4.1.1 The Management Company will be responsible for maintaining the PMP and any changes to the car parking arrangements including management and enforcement.
- 4.1.2 The PMP will remain a live document and measures set out in the PMP may evolve to best suit the residents of the proposed development. The management company will be responsible for any subsequent updates or revisions to the PMP.
- 4.1.3 Any significant changes which may arise, i.e. change of residents or enforcement, will be documented.

Appendices

Appendix A – Approved Site Plan



- Application Site boundary (to be checked and verified by the client before any site works commence)
- Line of existing substation
- Line of building above
- 1800mm metal hooped railings, primed and painted black
- 600mm dwarf brick wall with 1400mm railings, primed and painted black, and 440mm brick piers
- 1800mm brick wall
- 450mm dwarf brick wall with 1400mm hooped metal railings, primed and painted black
- 2000mm timber fence
- 1675mm timber fence
- 450mm dwarf brick wall with 750mm railings, primed and painted black
- Access controlled roller shutter
- Security Gate
- Gate - private access gate with fob/ code entry and release button exit
- Existing CAT A, B & C trees to be retained with root protection zone
- RFXF Rabbsfarm Car Parking Space, where XX is the space number. White painted markings
- Circular timber garden bench
- Timber garden bench
- Tactile paving with drop kerb
- Cycle Store
- Bin Store
- Existing Lamp Post (to be retained)
- New Lamp Post
- Existing Lamp Post (to be removed)
- Arca Steel Square Litter Bin
- Passive EV Parking Space
S - Single EV Charger
T - Twin EV Charger
- Active EV Parking Space (20% of all spaces)
S - Single EV Charger
T - Twin EV Charger
- SSEN Clear Access Zone

- Proposed new trees
- Proposed Grass Area
- Proposed Grassland Area (Hardy)
- Proposed decorative shrub planting with 75mm bark mulch (no thorn or poisonous species)
- Proposed Evergreen Single Species Hedge (no thorn or poisonous species)
- Proposed Hornbeam Hedge
- Proposed Mixed Native Species Hedge (no thorn or poisonous species)
- Raised Planter
- Residential Patio Terrace and Footpaths - Marshalls Concrete paving 450x450. Colour buff
- Footpaths - Tarmac Surface
- Footpaths - Concrete Pavers to match existing footpath
- Road - Tarmac Surface. Colour beige
- Safe pedestrian access route - Tarmac Surface. Colour green
- Parking Bays - Herringbone block permeable paving. Colour bracken
- Road Surface - Herringbone block permeable paving. Colour TBC

P09	11/12/25	ML	NMA Changes Clouded
P08	14/11/25	ACR	NMA G2 For Comment
P07	30/05/25	ACR	NMA Review
P06	27/05/25	ACR	Site boundary aligned with Highway Boundary
P05	19/05/25	ACR	Site content amended
P04	13/05/25	ACR	Issued for comment
P03	09/05/25	ACR	Revised landscape
Revision	Date	Revised by	

Revision History

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NMA - Proposed Site Plan
YIEWSLEY LIBRARY SITE

Issued for Preliminary

hunters project number:	client project number:	scale:	drawn by:	checked by:
1263	1263	As @ A1 indicated	AOR	ML

drawing title:
1263- HUN- 01- 00- DR- A- 03-1001

revision	date	revised by
P09	11/12/25	ML
NMA Changes Clouded		

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Scale: 1:200

All drawings are to be printed in colour.

model ref: C:\Revit Local\1263-HUN-01-ZZ-M3-A-00-0001.mxd\N57UR.rvt

Use figured dimensions only. All levels and dimensions to be checked on site. This drawing is to be read in conjunction with all other relevant drawings and specifications. Hunters is a trading name of Hunter & Partners Limited. © Hunter & Partners Limited. All rights reserved.

PARKING SCHEDULE

Rabbsfarm School	Residential	Total	Cycle Parking
15	13	28	97

15 no. Rabbsfarm allocated parking bays including 2 disabled
13 no. resident car parking spaces including 5 disabled
20% active electric parking bays and 80% passive

UNIT MIX

Unit Type	Count
1-Bed	18
2-Bed	19
2-Bed Wheelchair	5
3-Bed	8
TOTAL	50

REFUSE & RECYCLING STRATEGY

	Total Units	Projected Weekly Waste per household	Waste produced from all households
1-Bed	18	100 Litres	18x100= 1800 Litres
2-Bed	24	170 Litres	24x170= 4080 Litres
3-Bed	08	240 Litres	8x240= 1920 Litres
Total weekly waste arising:			7800 Litres

No. of bins required = 7800 Litres/1100 Litres = 7x1100 Litre Bins
As per Hillingdon 'Guidance for Waste and Recycling Storage and Collection'

01 **NMA - Proposed Site Plan**
1 : 200