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Columbia Threadneedle Investments

HYDE PARK, HAYES, UB3 4AZ

Draft Parking Management Plan

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1 INTRODUCTION

- 1.1 This document has been prepared by TTP Consulting on behalf of Columbia Threadneedle Investments, the Landlord, to accompany the Outline Planning Application for the redevelopment of their site at Hyde Park Hayes (HPH) Estate which is located in the London Borough of Hillingdon (LBH).
- 1.2 The Site which will come forward over an estimated 7-year period will comprise of up to 675 residential dwellings with car parking provided at a ratio of 0.2 spaces per new dwelling, plus the re-provision of spaces for the retained commercial tenants and residential in HPH1. Cycle parking in accordance with the 2021 London Plan standards. The wider HPH Estate includes Building HPH1, Building HPH3 and the Premier Inn along with a vacant plot (HPH4).
- 1.3 Once developed, the Site will comprise of four Buildings A through D with parking provided for up to 282 cars. The final number of car parking spaces will be confirmed at the Reserved Matters Stage. This document sets out how car and cycle parking will be managed including the allocation of spaces and will be updated as and when necessary.

2 THE SITE

Overview

- 2.1 The proposed development seeks to provide up to 675 residential dwellings across eight new buildings, ranging in height from 3 to 11 storeys, with a variety of homes ranging in size from 1-bedroom apartments to 3-bedroom family homes including 10% wheelchair adaptable units; the indicative masterplan shows 650 – 675 units.
- 2.2 The development will provide a car parking at a maximum ratio of around 0.2 spaces per unit in a mix of locations including at basement and undercroft level as well as on-street. Car parking associated with the existing commercial tenants will also be re-provided. Blue badge parking will be provided for 3% of the units at the outset with 20% of all spaces provided with Electric Vehicle Charging (EVC) facilities.
- 2.3 Cycle parking will be provided in accordance with the 2021 London Plan and will cater for a mix of wider / adapted bicycles, designed in accordance with the London Cycling Design Standards (LCDS).
- 2.4 Delivery and servicing activity would take place on-street and refuse stores will be located within the maximum carry and drag distances for residents and refuse operatives respectively, with bin stores sized to facilitate weekly collections.
- 2.5 Vehicle access to the Site is via Millington Road with the main vehicle access point located to the south of the Site using the reconfigured internal highway network.
- 2.6 The proposed development will provide parking for up to 282 cars including 135 spaces for the new residential units with replacement parking provided for the HPH1 Commercial tenant, Premier Inn and the consented residential in HPH1 plus an allocation for operational purposes and future development with a summary provided in Table 2.1. The specific car parking numbers and locations will come forward for approval at the Reserved Matters Stage

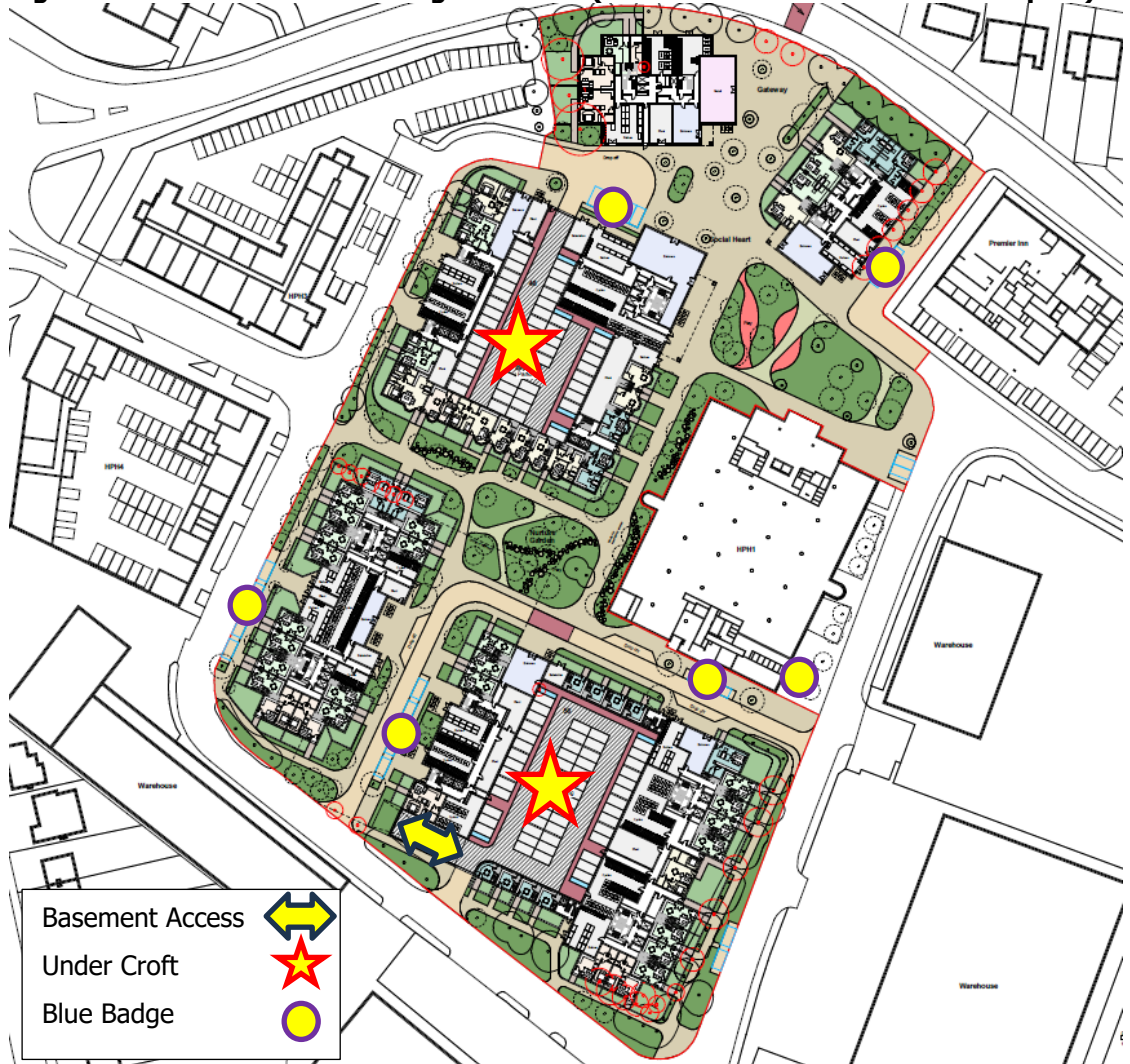
| Table 2.1: Summary of Proposed Car Parking on Estate | |
|---|----------------------|
| Proposed Car Parking | No. of Spaces |
| Existing Commercial Tenants | 112 |
| HPH1 Residential | 24 |
| New Residential @ 0.2 spaces per dwelling | 135 |
| Operational Spaces | 5 |
| Future Development | 6 |
| Total (Proposed Scheme) | 282 |
| HPH3 (as built) | 68 |
| HPH4 (as consented) | 48 |
| Total on Estate | 398 |

3 MANAGEMENT OF CAR PARKING SPACES

Location of Parking Spaces

- 3.1 Figure 3.1 illustrates the location of the parking across the Site with the two main parking areas being the under croft parking in Blocks B and D, and the Basement car parking under Blocks C and D. In addition, there are pockets of Blue Badge parking at street level in close proximity to the building entrances.

Figure 3.1: Ground Floor Parking Locations (as shown on Illustrative Masterplan)



- 3.2 Vehicular access to the under croft parking areas will be facilitated via Millington Road; access to the basement car parks will be taken from the south of the site via the ramped access by Block D.

Allocation of Spaces

3.3 Residential parking spaces will be allocated as follows:

- Residents with Blue Badges will be eligible to apply to use a disabled parking space.
- Residents with wheelchair apartments will be allocated parking as a priority.
- Residents will be able to apply for a right to park in the car park with parking. The allocation of spaces will be based on need which will be reviewed annually.
- Residents will be provided with a parking permit that will need to be displayed when parked.
- Failure to display the permit and Blue Badge will lead to a permit being removed.

3.4 Non-residential/ Operational / Consented spaces will be allocated as follows:

- The Commercial tenants has a right to use 112 parking spaces as set out in Table 2.1.
- The Estate Management Team will reserve the spaces across the Site.
- The Commercial tenants will be responsible for allocating spaces to staff / visitors who will need to display a permit when parked.
- Failure to display a permit could lead to the permit being removed.

Access to Car Parks

3.5 Access to the car parks will be possible via an access control system and reserved for permit holders.

3.6 Pedestrian access to the car park is possible via the footways in the vicinity.

3.7 Only residents with parking permits will be provided with fobs to activate the vehicular gate to access the car park.

Electric Charging Points

3.8 A total of 20% of parking spaces will be provided with active electric vehicle charging facilities. The remainder of the spaces will be capable of being provided with electric charging facilities.

3.9 Drivers with cars requiring charging will be allocated a space with electric charging facilities in the first instance.

3.10 Spaces with passive charging will be activated in the event demand arises.

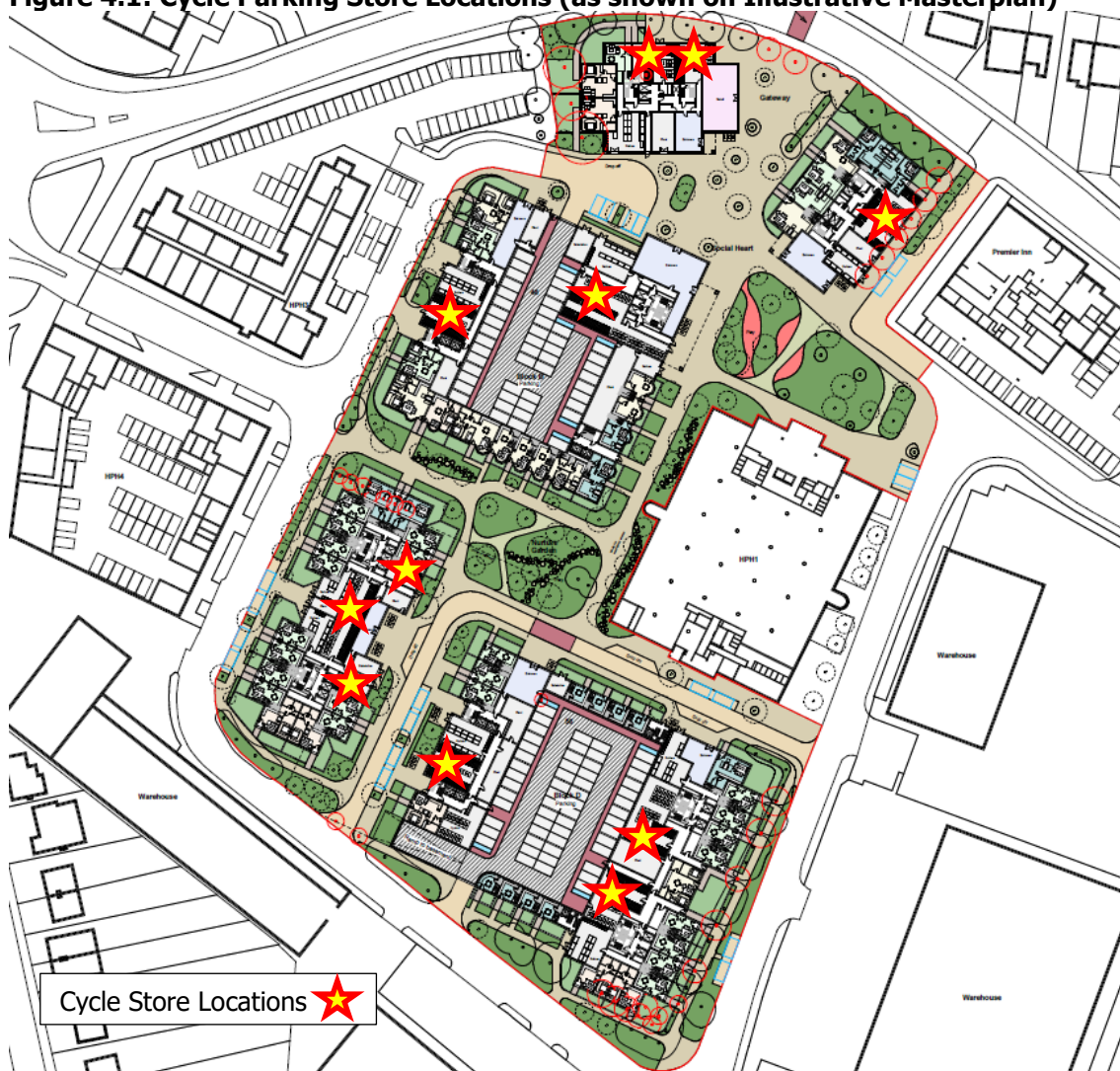
Terms for Use

- 3.11 The parking spaces are only to be used for the parking of cars, light vans or motorbikes. Residents are not permitted to use the parking space for any other use unless otherwise agreed in writing with Management.
- 3.12 Drivers should:
- Park in an allocated bay
 - Not undertake any work on the vehicle
 - Not sub-lease the space
 - Switch off the engine when parked

4 CYCLE PARKING

- 4.1 Cycle parking is proposed for up to 1,210 bicycles which includes 1,192 long-stay spaces for residents and 18 short-stay spaces for visitors. This level of cycle parking provision is in accordance with the London Plan standards and the layout of the cycle parking stores will be designed with reference to the London Cycling Design Standards.
- 4.2 Access to the cycle parking will be provided at ground floor level via ground floor lobbies and corridors.
- 4.3 Residents will be provided with a fob/key/code to access the cycle parking stores.

Figure 4.1: Cycle Parking Store Locations (as shown on Illustrative Masterplan)



5 REVIEW

- 5.1 The Parking Management Plan will be reviewed annually in January each year or as and when necessary to ensure that it keeps apace with the requirements of the development. The review periods will be defined during the Reserved Matters Stage.