

DESIGN AND ACCESS STATEMENT

ALEXANDRA PARK AND PALACE PARKING MANAGEMENT SYSTEM, ALEXANDRA PALACE WAY, LONDON N22 7AY

Introduction

This Design and Access Statement has been prepared and submitted in support of an application for planning and advertisement consent for the installation of various infrastructure consisting of pay terminals, Automatic Number Plate Recognition (ANPR) camera columns and signage for the Parking Management System (PMS) project at Alexandra Park and Palace (APP). This statement should be read in conjunction with other supporting information provided as part of the application. A list of the relevant documentation is provided on pg3.

Proposed Development

Installation of Variable Message Signs (VMS), tariff information signs, Automatic Number Plate Recognition (ANPR) cameras and pay terminals at Alexandra Park and Palace (APP) as part of the introduction of a new Parking Management System (PMS).

The ANPR columns, payment terminals and signage are to be sited in various locations, mostly close to car park entrances and along Alexandra Palace Way, towards the Palace.

Alexandra Park is designated a Conservation Area and is an important natural and recreational resource for Haringey and North London. In 2016/2017, the Charitable Trust undertook an exercise to establish a 25-year Strategic Vision for both the Park and the Palace. The purpose of the Vision is to set the direction and focus of the Trust's planning and decision-making, assisting in identifying and developing projects, attracting investment and funding and allocating the Trusts own resources in the future.

At a Trust Strategy Day in 2018, the Board discussed the development of the Trust's 10-year strategy, which included the need to move towards greater financial resilience. It was agreed that charging for parking should be revisited (having been discussed by the Trust in the past). In February 2019, Alexandra Park and Palace Charitable Trust (APPCT) announced that we were going to investigate the feasibility of introducing parking charges across the site.

Following 8 months of research and survey work, culminating in a six-week consultation process, the Trust advised of its intention to implement a scheme to charge for parking across the site for the following reasons:

- generate funds to maintain car parks and improve infrastructure
- offset the cost of managing the car parks on a daily basis
- deter anti-social behaviour, which risks harm to the park and building (and to staff and the public)
- deter usage of the Charity's land as overflow residential parking or commuter parking for the station – or at least gain benefit for the Charity of this usage, rather than cost
- In addition, charging may further encourage the use of public transport by visitors, but this is not fundamentally why introducing charging is being considered.

The Design Process

Working with Haringey Procurement Team, a competitive tender process was carried out to find a suitable parking provider. A key requirement of the tender was that there was ample flexibility in the design of signage to ensure that it is both sympathetic to the historic parkland and building, and in keeping with the Trust's brand.

As with all listed building consent, planning and advert consent applications, careful consideration has been given to the impact of the proposal on the setting and listing. Cameras and post locations have been selected to ensure there is minimal intervention (i.e. where possible, signage will be attached to existing lamp-posts rather than new). There has been several iterations of the parking signage designed and discussed.

Key stakeholders have been consulted, including the Alexandra Park and Palace Advisory and Consultative Committees.

Amount

The interventions are minimal, and small in scale however the infrastructure needs to be prominent. The car park operator is bound by a prescribed set of guidelines and criteria for ensuring sufficient management of private car parks, and it is considered that the proposal for Alexandra Park and Palace strikes an acceptable balance between prominence and over-proliferation. The scheme proposed is the minimum necessary to operate the car park to the established guidelines.

The proposal is for 6x ANPR cameras, 9x pay terminals, 2x VMS and 82x signs.

Each camera (x6) will be located 4000mm above ground level. The pay terminals (x9) measure 1544mm x 373mm x 240mm. The VMS (x2) measure 2030mm x 2040mm and will be (the lower edge) 2100mm above ground level. There are 4 types of signs located in the car parks. See Table 1 below.

A number of new bollards are to be installed also. These will be 1000mm in height, and 200mm in diameter.

SIGN DESCRIPTION	LOCATION	NO.	SIZE SIGN
British Parking Association	Entrances to all car parks	7	700mm x 900mm x 3mm
Tariff Board Ts&Cs	In all car parks	66	700mm x 900mm x 3mm
Disclaimer	Entrances to all car parks	7	450mm x 700mm x 3mm
Disabled	In disabled bay area in East	2	450mm x 450mm x 3mm

Table 1: signage details

Use

The car parks are available for all to use. The signage is required as part of the requirements set by the British Parking Association for the management of private car parks. The cameras are to ensure number plate information is recorded and the pay terminals are to allow for visitors to pay for their parking whilst they are on site.

Layout

The location of the 66x signs within the car parks have been discussed with key members of the APP team to ensure that they are in suitable locations that are both obvious to visitors, whilst not impinging on the day to day and event day operations of the site. By law, entry signs are required for each car park, accompanied by disclaimer information signs.

The locations (2x) of the VMS boards along Alexandra Palace Way have been selected to ensure drivers have ample time to make a decision about what car park to aim for.

Scale

See table 1 for details of the sign dimensions, Where possible, signs will be will be mounted on existing posts. The entrance signs will be 2000mm above ground level. The tariff boards will be 2000mm above ground level. And the 2x disabled signs will be mounted on existing bollards 300mm above the ground.

Relevant drawings submitted as part of this application

ANPR cameras and Pay Terminals

APP PMS Project – ANPR and pay terminal locations East FINAL

APP PMS Project – ANPR and pay terminal locations The Grove FINAL

APP PMS Project – ANPR and pay terminal locations The Paddocks FINAL

APP PMS Project – ANPR camera dimensions inc height FINAL

APP PMS Project – pay terminals dimensions FINAL

APP PMS Project – pay terminals fixings detail FINAL

Signage

APP PMS Project – car park signage location East FINAL

APP PMS Project – car park signage location The Grove FINAL

APP PMS Project – car park signage location The Paddocks FINAL

APP PMS Project – VMS 1 details FINAL

APP PMS Project – VMS 2 details FINAL

Bollards

APP PMS Project – Flexbrite bollard spec FINAL