

PARKING MANAGEMENT PLAN

TO DISCHARGE CONDITION 17 OF PLANNING PERMISSION HGY/2017/2220

HORNSEY TOWN HALL, THE BROADWAY, LONDON BOROUGH OF HARINGEY, N8 9JJ

Client: Ardmore Group Ltd

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Client:

Ardmore Group Ltd

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1.0 INTRODUCTION

- 1.1 This Parking Management Plan (PMP) has been prepared by ADL Traffic and Highways Engineering Ltd on behalf of Ardmore Group Ltd for Hornsey Town Hall in order to discharge Condition 17 of Planning Permission HGY/2017/2220, which states:

“Prior to any commercial, community or residential occupation of the development, a Parking Management Plan (PMP) shall be submitted in writing to and for approval by the Local Planning Authority. The PMP shall include details on the allocation and management of the on-site car parking spaces, including the wheel chair accessible car parking spaces to the front of the building, and the 5 commercial car parking spaces.

The PMP shall allocate residential car parking spaces in the following order (regardless of residential unit tenure):

- 1. Parking for the disabled residential units [10% of the total number of units proposed (14 - wheelchair accessible car parking spaces)]***
- 2. Family sized units 3+ bed units***
- 3. 2 bed 4 four person units***
- 4. other two bed units***
- 5. one bed units and studios***

The PMP shall be implemented as approved and maintained thereafter and no change shall take place without the prior consent of the Local Planning Authority.

REASON: To protect amenity and promote sustainable travel.”

- 1.2 This PMP identifies the basis upon which car parking spaces will be allocated to both the residential and commercial elements and outlines how the on-site parking spaces will be managed, with an emphasis on protecting amenity space and promoting sustainable travel.

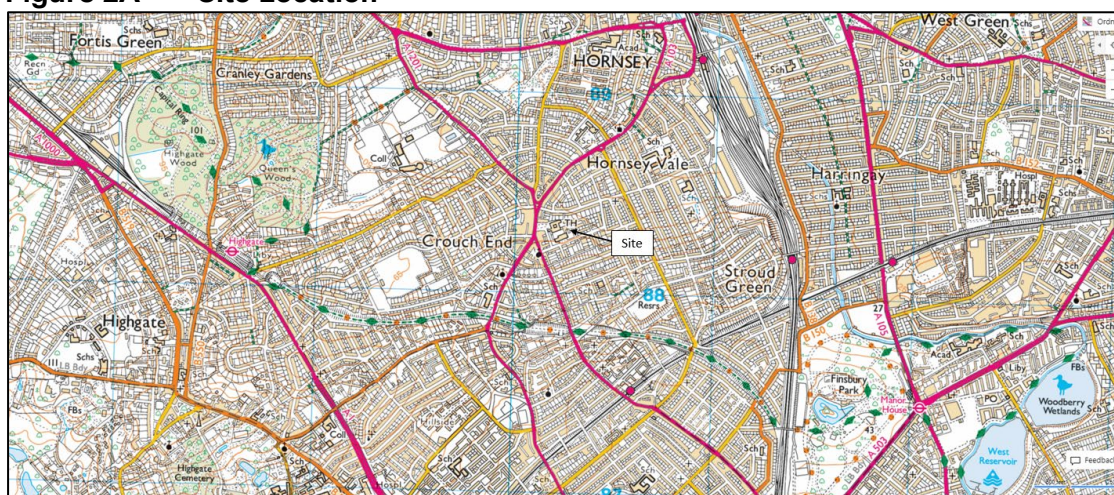
- 1.3 The key aims of the PMP are as follows:

- Ensure that parking spaces are allocated to site users as per Condition 17;
- Outline management of the car park to ensure that only those eligible make use of the spaces, including preventing parking by non-site users;

2.0 SITE AND SURROUNDING AREA

- 2.1 The site is located in the Crouch End area of Hornsey, to the west of The Broadway (A103). The local planning authority is the London Borough of Haringey. The surrounding area is predominately suburban in nature, with housing to the north, east and south, and local shops fronting The Broadway to the west. The site location is shown in Figure 2A below.

Figure 2A Site Location



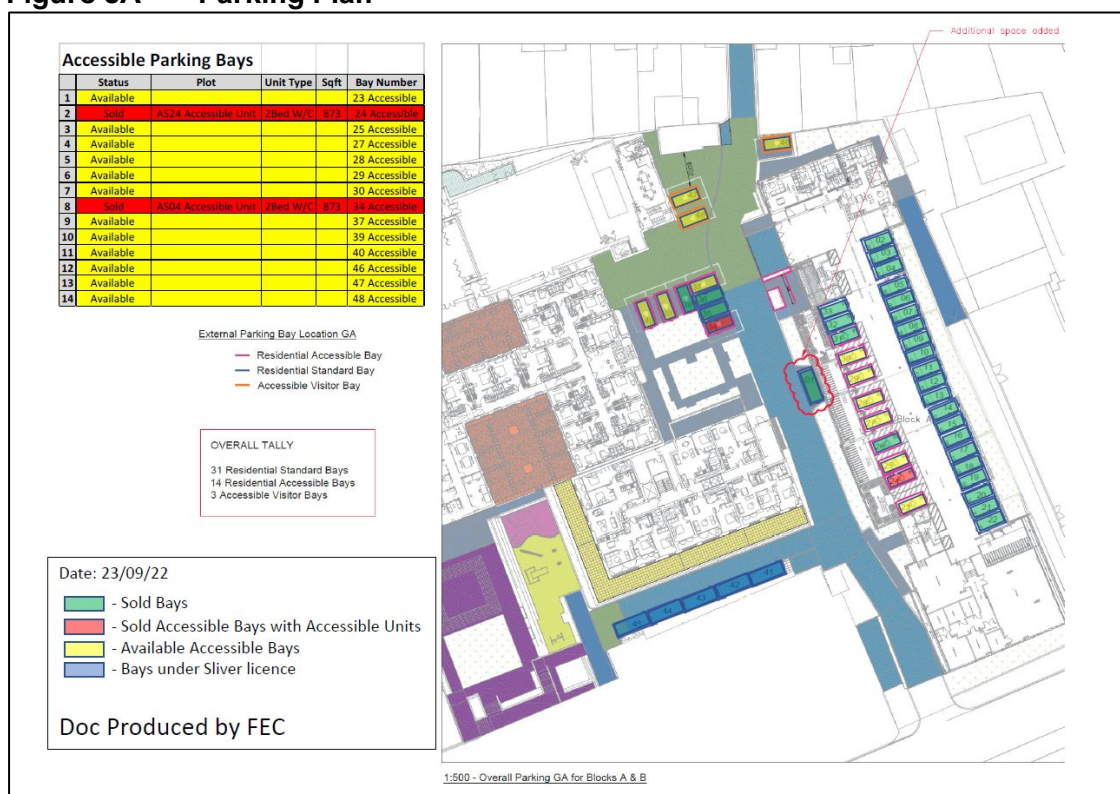
- 2.2 Hatherley Gardens and Haringey Park, adjacent to the site, are located within the Crouch End A Controlled Parking Zone (CPZ). This zone limits parking to permit holders only, Monday – Friday from 10am – noon.
- 2.3 The application site is bounded by Haringey Park to the south, and residential properties fronting Weston Park, Haringey Park, and Hatherley Gardens to the north, east, and west; respectively. The Broadway (A103) bounds the site at the northwest corner.

3.0 PARKING ALLOCATION

Residential Element

- 3.1 The proposed residential scheme (Blocks A & B) would be provided with a total of 45 car parking spaces, split as 31 standard bays and 14 accessible bays. The majority of parking spaces have been sold on a 125-year lease (i.e., with a corresponding unit). The parking plan is shown in Figure 3A below.

Figure 3A Parking Plan



- 3.2 There would also be three shared accessible bays at the north boundary of the site for commercial and visitor use.
- 3.3 As demonstrated in Figure 3A, two disabled bays have been sold on the 125-year lease basis. Haringey Council have stated that the remaining 12 accessible bays should instead be offered on short-term leases for greater flexibility as opposed to the 125-year arrangement. This has therefore been agreed and the spaces will be offered for a maximum term of 3 years.

- 3.4 As per Condition 17, priority will be given to purchasers of WC homes with blue badges followed by blue badge holders in non-WC homes. If there are no eligible blue badge holders, then the Blue Badge Spaces will be deallocated as blue badge spaces and made available for leasing to non-blue badge holders with priority given to family size units. The car parking leases will be managed to ensure that space will be made available to any future residents who have a blue badge and seek a blue badge space. This will be done through not extending leases when up for renewal.
- 3.5 In order to compensate for the two disabled spaces that have already been sold, Ardmore Group Ltd have agreed with Haringey Council that the 5 commercial parking spaces (41-45) at the south boundary of the site will also be made available on maximum 3-year short-term leases.
- 3.6 The 5 commercial spaces are proposed to be standard bays. However, in the event that additional disabled spaces are required, 1 of the 5 commercial spaces (space no. 45 on the plan) would be converted to a disabled accessible bay with 1.2 metre hatching. This space would then become available to a disabled resident or for commercial users with mobility issues depending on the on-site demand. This arrangement is considered to be a positive addition to the 14 disabled bays already provided.
- 3.7 The disabled bays have been held in reserve to ensure that there are sufficient spaces remaining to allocate to residents with mobility difficulties.
- 3.8 Regarding the allocation of on-site residential parking, the approved Transport Assessment (TA) states the following:

***“The policy requirements to ensure adequate provision for those with mobility difficulties within any on-site parking would also be addressed by means of the provision of fourteen accessible parking spaces within forty-five allocated spaces, nine within the undercroft parking under Block A and five adjacent to the servicing area close to Block B, as this number matches the number of wheelchair accessible units (10%) required by policy.*”**

This level of residential parking provision would equate to an average of 0.31 spaces per unit, then disaggregated into 1 space per unit for each three-bed and four-bed unit (eighteen spaces for eighteen units) and 0.21 spaces per unit for each one-bed and two-bed unit (twenty-seven spaces for 128 units)."

- 3.9 The above strategy therefore adheres to Condition 17 as per Section 1.0 of this PMP.

Commercial & Community Element

- 3.10 The approved Commercial Travel Plan (CTP) states the following:

"Commercial operations at the site are to be supported primarily by three (3) general shared-use car parking spaces provided within the area to the rear and with each of these three spaces designed to have the scope to be used by those with mobility difficulties. A further three (3) spaces will be made available within the forecourt by means of the prior arrangements available for those with mobility difficulties attending the community space."

- 3.11 As mentioned previously, there would be three general shared-use (residential and commercial) car parking spaces at the north boundary of the site, with priority given to those with mobility difficulties.

- 3.12 The additional spaces would be temporary (i.e., drop-off and collection only) made available within the forecourt area via Hatherley Gardens, these spaces would be strictly controlled for those with mobility difficulties accessing the community element of the site.

Electric Vehicle Charging Points (EVCPs)

- 3.13 There would be a total of 9 active EVCP's allocated to the residential parking spaces across the underground and surface car parks.

- 3.14 In most cases, the charging points would be located between bays and one charging point will serve two parking spaces, but only one car can be charged at a time from a single point. The exception to this is the provision of a dual point between two spaces which allows two cars to be charged simultaneously.

- 3.15 In addition to the active provision, there would be a further 9 passive EVCP's provided on site. Demand will be monitored such that a passive charging point could be upgraded to an active EVCP if necessary.

4.0 MEASURES

Residential Element

- 4.1 Residents would be informed of the restricted on-site parking availability and how on-site spaces will be allocated in terms of prioritising spaces to units which require wheelchair accessibility.
- 4.2 In addition, residents would also be made aware of the legal agreement which precludes them (and visitors) from parking in Controlled Parking Zone (CPZ) CE-A and CE-B within the vicinity of the site. This agreement prevents parking overspill onto neighbouring streets.
- 4.3 As per the approved Transport Assessment (TA), the primary vehicular access into the site via Haringey Park would be gated. This would prevent non-eligible parking on site.
- 4.4 The Weston Park access to the north would also be gated, access via Weston Park would be permitted only to emergency vehicles and to residents of Weston Park seeking access along this route to garages to the rear of their properties. This access would be monitored accordingly.

Commercial & Community Element

- 4.5 To minimise on-site car use, the site strategy is to provide no formal allocated parking for non-residential operations at the site. Regarding the 3 shared-use spaces, the following strategy is outlined in the CTP:

“Use of these spaces will be strictly controlled and only available by means of pre-booking through the Commercial TPC or nominated representative, in liaison with the Residential TPC. Priority use of these spaces will be given to those with mobility difficulties.”

- 4.6 Vehicular access to the forecourt via Hatherley Gardens would be strictly managed and controlled. The CTP states the following regarding the temporary parking spaces within the forecourt:

“Additionally, a further three (3) temporary car parking spaces will be made available within the forecourt area, again strictly controlled and by means of the prior arrangement only. These temporary spaces will be solely for use by those with mobility difficulties and in relation to attendance at an activity within the community / event floorspace.”

- 4.7 Staff at the site would be made aware of the ‘no parking’ policy in general terms. This guidance would be echoed via promotional material, notice board information, and welcome packs etc.

Operational Principles

- 4.8 To ensure an effective car park operation is maintained key operational principles will be in place, these are outlined below:

- The Developer/Travel Plan Co-Ordinator (TPC) will constantly review the parking provision to ensure that there are sufficient spaces available for current and future demand.
- The Developer/TPC will ensure a safe and secure car park is provided that is well-managed and effectively promoted to meet the demands of the users of all elements of the development.

Enforcement

- 4.9 Certain activities within the car park will be seen to constitute a trigger for enforcement action, including the following:

- Vehicle not parked in a correct space (disabled space);
- Vehicle not parking within a demarcated space, but otherwise authorised; and
- Vehicle parking inappropriately and liable to cause obstruction

- 4.10 As mentioned previously, to ensure that only authorised vehicles gain access to the car park, the Haringey Park and Weston Park accesses will be gated. In addition, the forecourt area fronting the commercial and community elements will be closely monitored and managed to ensure that only eligible users use the temporary drop-off and collection area. This will ensure that there are no ad-hoc vehicles parking on site and that there is always sufficient parking provision, particularly for those who require disabled bays.
- 4.11 Where vehicles otherwise authorised to park in the development have not parked in the correct space, such as a disabled space, or parked inappropriately, the Developer/TPC will in first instance issue a formal warning. If the motorist continues to park in the same manner, the Developer/TPC will restrict their entry to the site.

5.0 MONITORING AND REVIEW

- 5.1 The Parking Management Plan and the associated measures set out in this document have been developed to be appropriate for the proposed Hornsey Town Hall mixed-use site.
- 5.2 Nonetheless the Plan itself remains a live document and it is anticipated that measures set out within it will evolve to best suit the needs of residents, staff, visitors, site operators, and the wider users of the surrounding highway network.
- 5.3 It is not envisaged that a formal review process is needed for the Parking Management Plan, instead, key changes will arise through feedback from the Developer/TPC etc.

Review of Allocation Process

- 5.4 It is not envisaged that the priority to disabled users will change.
- 5.5 In the longer term, there is potential for demand for car parking to drop, such that the criteria and allocation process may require appropriate revision.

Monitoring of Enforcement

- 5.6 Throughout the life of the development, the enforcement activities will be continued to be monitored in order to ensure that it is conducted in accordance with the agreed approach.