

Project number: 23010
Prepared by: SL
Subject: Car Park Management Plan

Date: 23rd January 2023

File name: 23010D1

1 Introduction

1.1 Background

1.1.1 Lime Transport has been commissioned to produce a Car Park Management Plan (CPMP) for the proposed development at Pacific House, within the London Borough of Haringey.

1.1.2 The development proposals include the erection of a third-floor roof extension over the main building and three storey extension over the existing single storey projection to provide 565m² office (B1) floorspace with separate entrance, in conjunction with installation of 2 x second floor rear windows and amalgamation of residential flats 26 and 27 into one flat. The works will also result in a reduction of the existing storage or distribution (B8) use from 628m² to 533m².

1.1.3 This Plan has been produced to discharge condition 6 of the recent planning consent in relation to the above development (planning reference: HGY/2017/2172), which states:

‘No development of the extensions hereby permitted shall be commenced until details of the forecourt layout and parking management is submitted to and approved in writing by the Local Planning Authority and shall be retained as such thereafter, unless otherwise approved.’

1.2 Aims of the Car Park Management Plan

1.2.1 The key aims of this management plan are to:

- Provide adequate car parking provision to meet the needs of the existing residential occupiers;
- Ensure that the use of the on-site car parking is for those eligible to make use of those facilities, including preventing parking by non-site users and those not having spaces as part of their tenancy; and,
- Ensure that the use of the car park remains accessible to all eligible users.

1.3 Structure of the Plan

1.3.1 Following this introductory section, the report is structured as follows:

- Section 2 details the existing situation and parking controls in the vicinity of the site;
- Section 3 describes the proposed level of parking and considers the on-site parking management plan that will be implemented; and,
- Section 4 discusses the plan for ongoing monitoring and review of the CPMP.

2 Existing situation

2.1 Site location

2.1.1 The site is located on Vale Road in the Harringay Warehouse District, approximately 1km south-east of Harringay Green Lanes Overground Station.

2.1.2 The site falls within an area with a Public Transport Accessibility Level (PTAL) of 1b, indicating a poor level of accessibility to public transport. However, PTAL calculations do not include rail/Underground/Overground stations beyond a 960m walk distance and there are three stations just beyond this distance. Based on Census travel to work data approximately 70% of those in employment use public transport to get to work with a further 15% walking or cycling. Given this, it is clear that public transport is well used by residents in the area and it is, therefore, considered that the relative accessibility of the site is reasonably better than that indicated by the PTAL rating.

2.1.3 Car ownership in the area for housing that is predominantly flats is low at typically 0.3 cars per household.

2.2 Existing parking controls

2.2.1 Vale Road and the surrounding streets form part of the Green Lanes B Controlled Parking Zone (CPZ) which is in operation Monday to Friday, 8.00am to 6.30pm. Residents, businesses and visitors can park in marked permit bays during operational hours by displaying a valid parking permit.

2.2.2 Along Vale Road the bay restrictions generally allow for up to two hours paid parking for non-permit holders Monday to Friday, 8.00am to 6.30pm, with no return for two hours. Electric vehicles (excluding hybrids and plug-in hybrids) may park free of charge in dedicated pay by phone bays, but the maximum stay and no return periods remain applicable.

2.2.3 There is no unrestricted parking within 200m of the site which limits the potential for overspill parking associated with the development.

3 Parking provision and access controls

3.1 Parking provision and allocation

- 3.1.1 There is an existing car park on-site which is being amended as part of the proposals. The existing parking arrangement can accommodate 13 vehicles. As part of the development, alterations will be carried out to the car park and it will be able to accommodate 10 vehicles. The approved development, therefore, includes 10 formalised and planning appropriate parking spaces (including two blue badge bays), which is a reduction in three spaces from the existing provision.
- 3.1.2 At present the car park is used by residents of the 27 flats, which will be reduced to 26 as part of the development. Given the car ownership data set out above, it is likely that residents will own fewer than eight vehicles and can, therefore, be accommodated within the proposed car park layout. In addition, a on-site observations as part of the Transport Statement submitted as part of the planning application indicate that approximately five cars were observed parked in the car park.
- 3.1.3 The proposed site layout, including the car parking arrangements, is shown in **Figure 3.1** below with vehicle swept path analysis included in **Appendix A**.

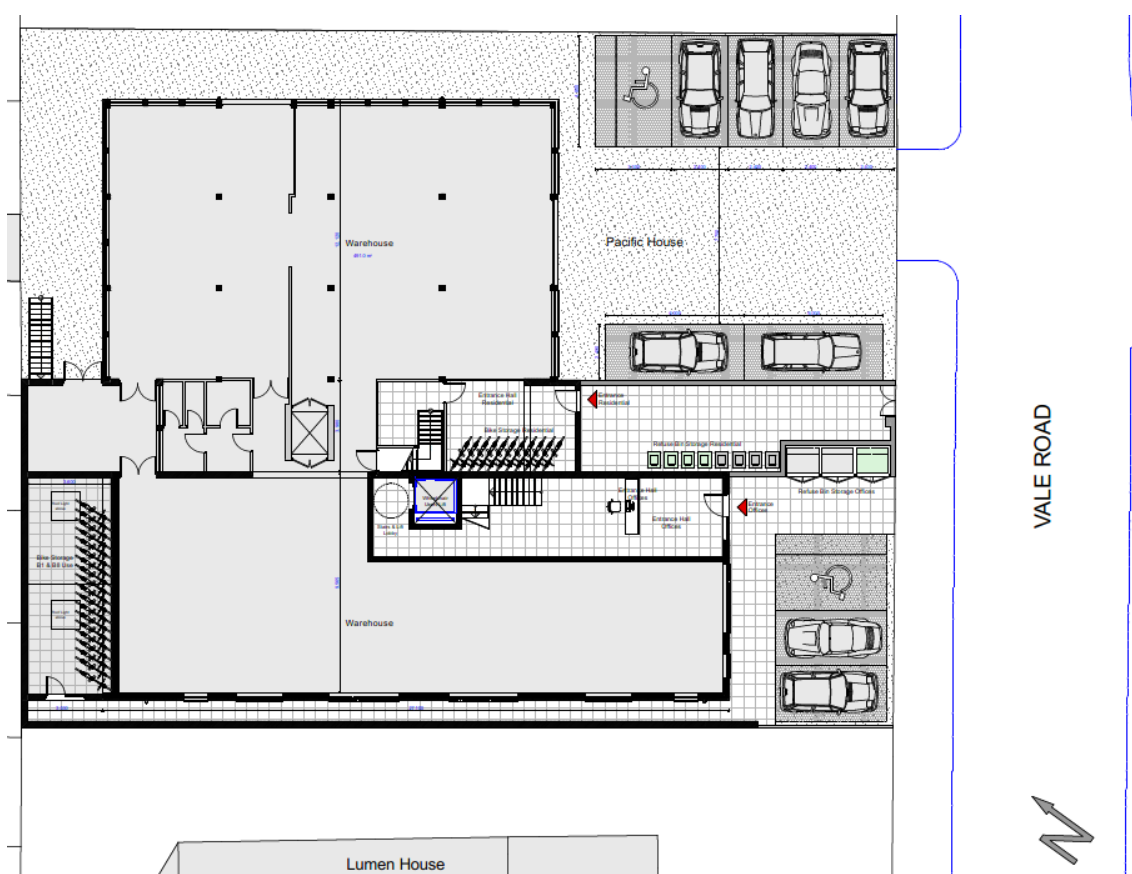


Figure 3.1 Proposed site layout

- 3.1.4 The car parking spaces will be allocated to the residential use and use of a parking space set out in a resident's tenancy agreement. These will be assigned on a first come first served basis, with priority for Blue Badge holders.

On-site parking permits

- 3.1.5 An eligible household will be issued with a parking permit, which signal that they are able to use one of the on-site parking bays (with blue badge specific permits also available). No permits will be issued for visitor parking and it is anticipated that most visitors to the residential use will occur in the evenings and on weekends outside the operational times of the control parking zone in the surrounding streets.

3.2 Parking management

- 3.2.1 This section of the report details the management of the parking following the redevelopment of the site. The on-site manager, who is on site daily, will be responsible for managing the use of the car park and maintain a database of all permits issued, their validity dates and the household and vehicle registration they apply to.
- 3.2.2 It is considered that certain activities at the on-site car park may require rigorous management of the following:
- Vehicles not authorised to park (in this case, those without parking permits);
 - Vehicles not parked in a correct space (for example, unauthorised use of a blue badge space); and,
 - Vehicles authorised to park, but not parking within a demarcated space (parking inconsiderately).
- 3.2.3 Given that the parking court is situated on private property, the Highway Authority will not be responsible for managing parking on the site. It is anticipated that the site manager will commission parking enforcement services, if necessary, in order to ensure that unauthorised parking on-site is dealt with appropriately.

Vehicles not authorised to park

- 3.2.4 Appropriate signage will be installed to inform residents that the car park is private and that restrictions are in force. It is likely that this will discourage any ad-hoc parking.
- 3.2.5 In the event that a vehicle is parked in the area but not displaying a valid permit, the site manager will cross reference the vehicle registration with the issued permit database. In the event that a vehicle is authorised to park, but not displaying a permit, a first warning notice will be issued. Subsequent offences by the same vehicle will warrant the procedures set out below.
- 3.2.6 In the event that a vehicle is not authorised to park, a fine will be issued via the parking enforcement services. This will ensure that adequate space is made available for those who correctly have an expectation to be able to park. A notification will be made to vehicle owners with a fee payable. In the event that a vehicle is not removed, then the site manager will arrange, via the parking enforcement services, for the vehicle to be removed.

Vehicles not parked in a correct space

- 3.2.7 Where vehicles otherwise authorised to park in the development have not parked in the correct space, in the first instance a warning notice will be issued. Subsequent offences by the same vehicle will result in a ticket being issued, with a commensurate fine. In the event that the vehicle remains in the space for an extended period of time, further tickets will be issued with the commensurate fine.
- 3.2.8 The resident in receipt of the ticket will have an option to appeal against the issue of ticket and the case will be judged against the prevailing conditions. For instance, if the misuse of a disabled space coincided with an enforcement action against an unauthorised parked vehicle, leading to a deficiency of appropriate spaces for the authorised staff member, the ticket may be retracted.

Vehicles authorised to park, but not parking within a demarcated space

- 3.2.9 Where vehicles displaying a valid permit are parking informally, (i.e. outside of demarcated spaces), a judgement as to the severity of the situation will be made. Where it is judged that the nature of parking is likely to obstruct the users of the car park, or where the action constitutes a repeat or sustained occurrence, immediate removal will be enforced.
- 3.2.10 In the event that no immediate impediment to access will result, a warning notice or ticket to the vehicle will be issued.
- 3.2.11 The site manager will be required to gather and produce photographic evidence of the offence as committed.

3.3 Access controls

- 3.3.1 There are two existing crossers to the site which will be retained as part of the amended layout of the parking arrangements.
- 3.3.2 In the first instance, no access controls will be provided at the entrance to the spaces and it is considered that the signage and enforcement procedures set out above will be sufficient to ensure appropriate use. In the event that unauthorised use is persistent, access controls, such as, the installation of collapsible bollards, will be considered.

4 Monitoring and review of the Car Parking Management Plan

4.1 Summary

- 4.1.1 The CPMP and the associated measures set out in this document have been developed to be appropriate for the site given its location, the existing policy, car ownership levels in the area and travel patterns.
- 4.1.2 It is anticipated that with on-going monitoring, the measures set out within this CPMP will evolve to best suit the needs of the residents.
- 4.1.3 It is not envisaged that a formal review process is needed for the Management Plan, rather changes will arise through feedback from stakeholders, including residents and the site manager.

4.2 Review of the allocation process

- 4.2.1 It is not envisaged that the allocation process of the parking spaces will change. However, 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.

4.3 Monitoring of enforcement

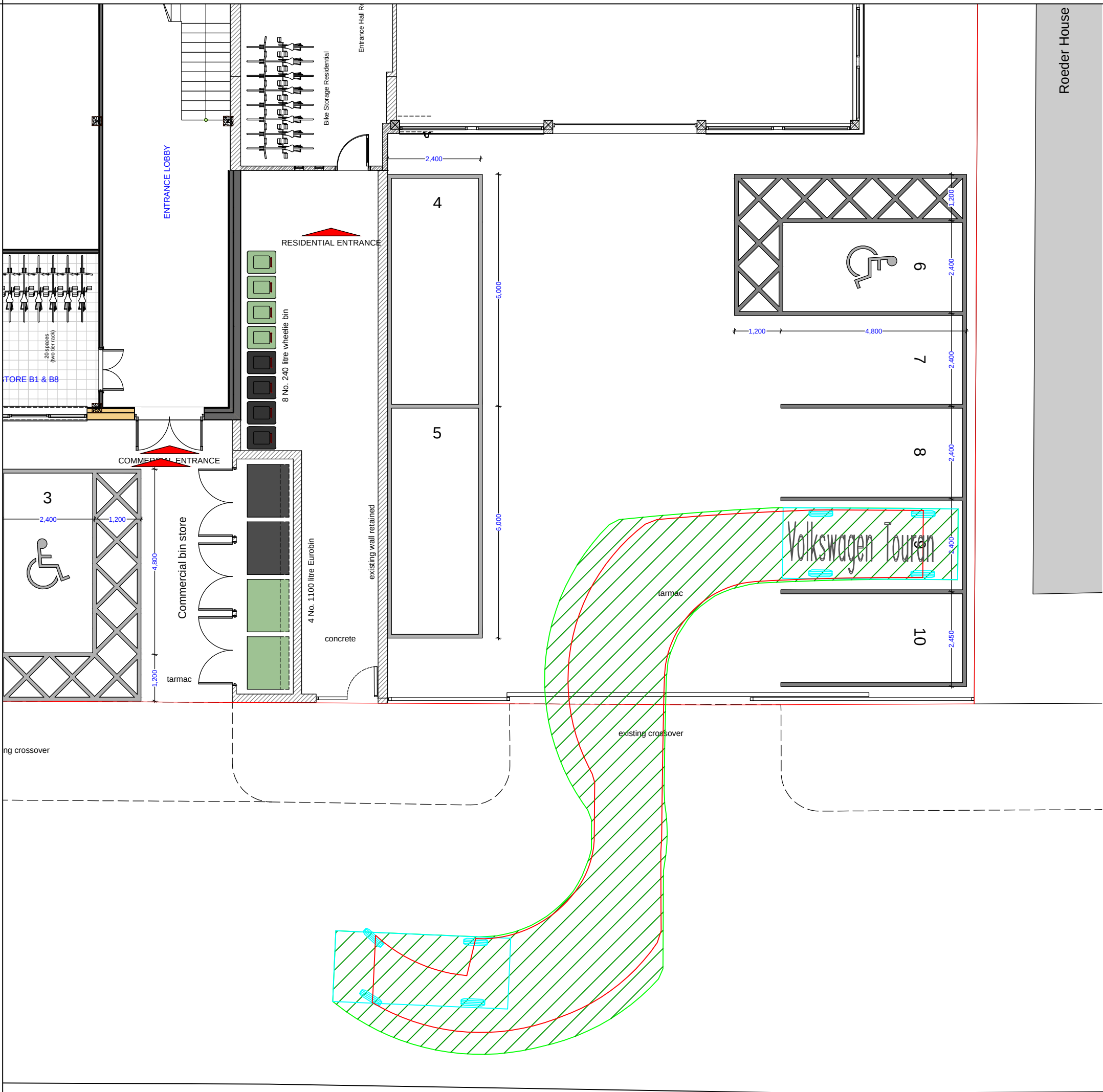
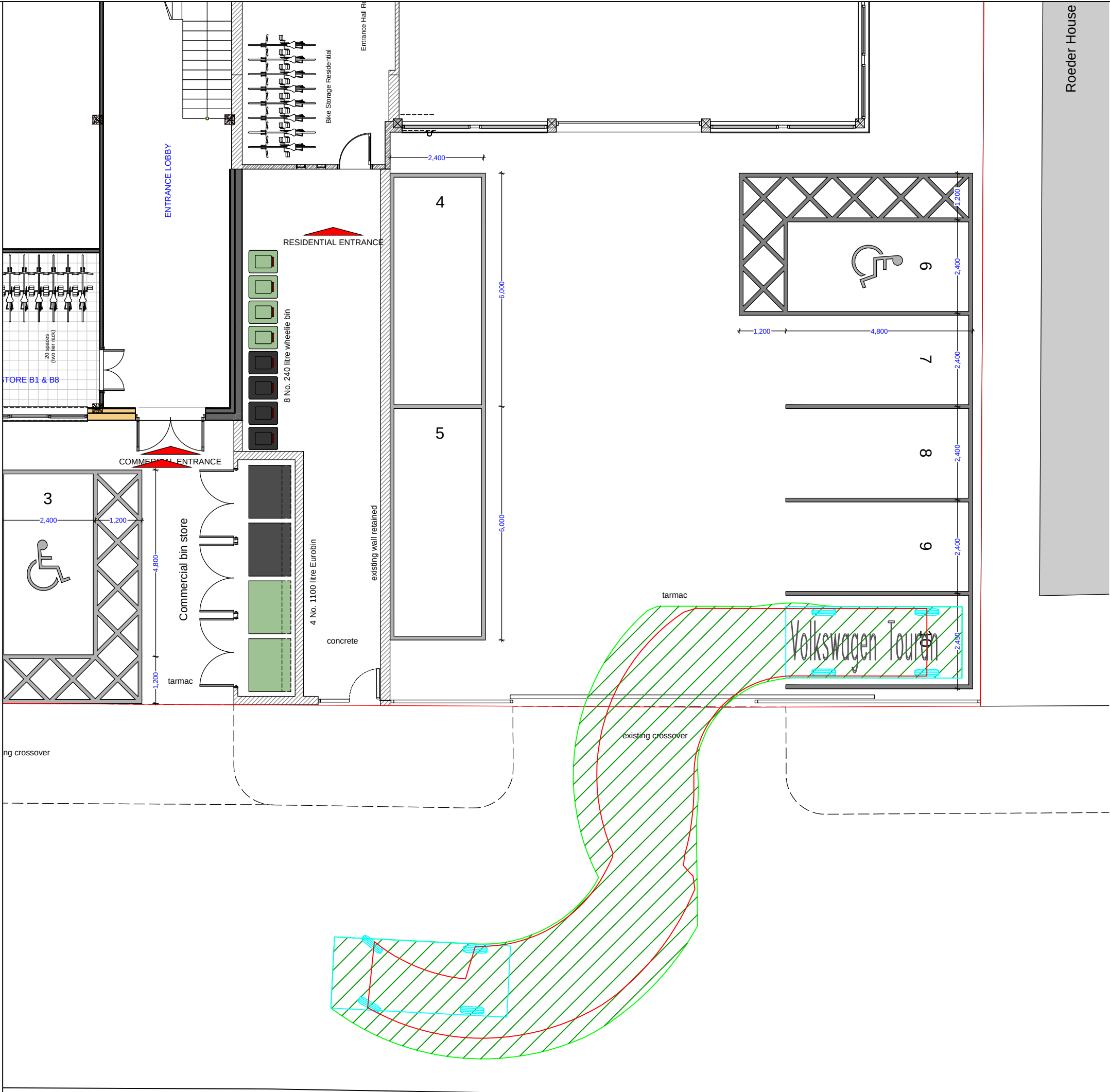
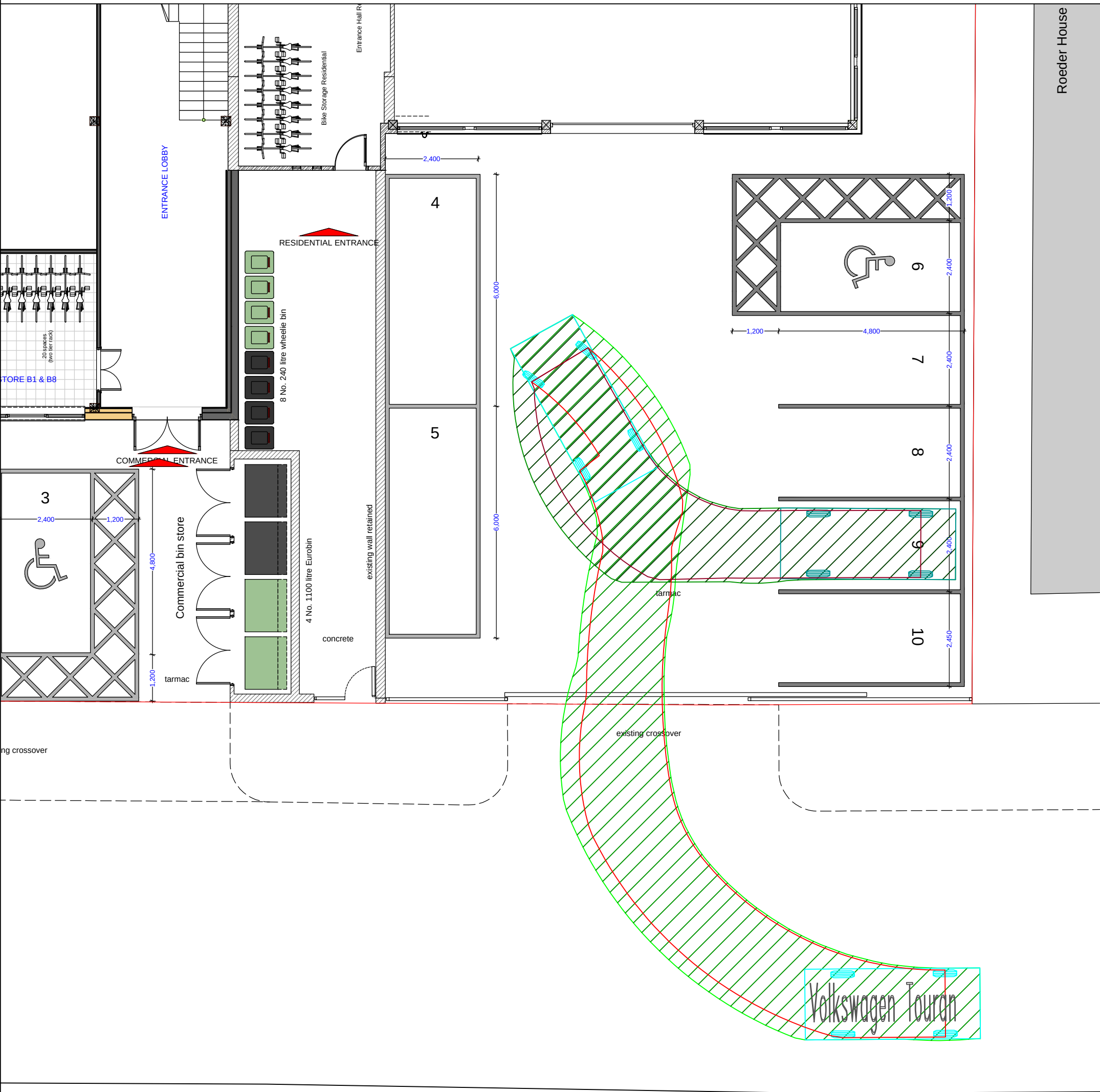
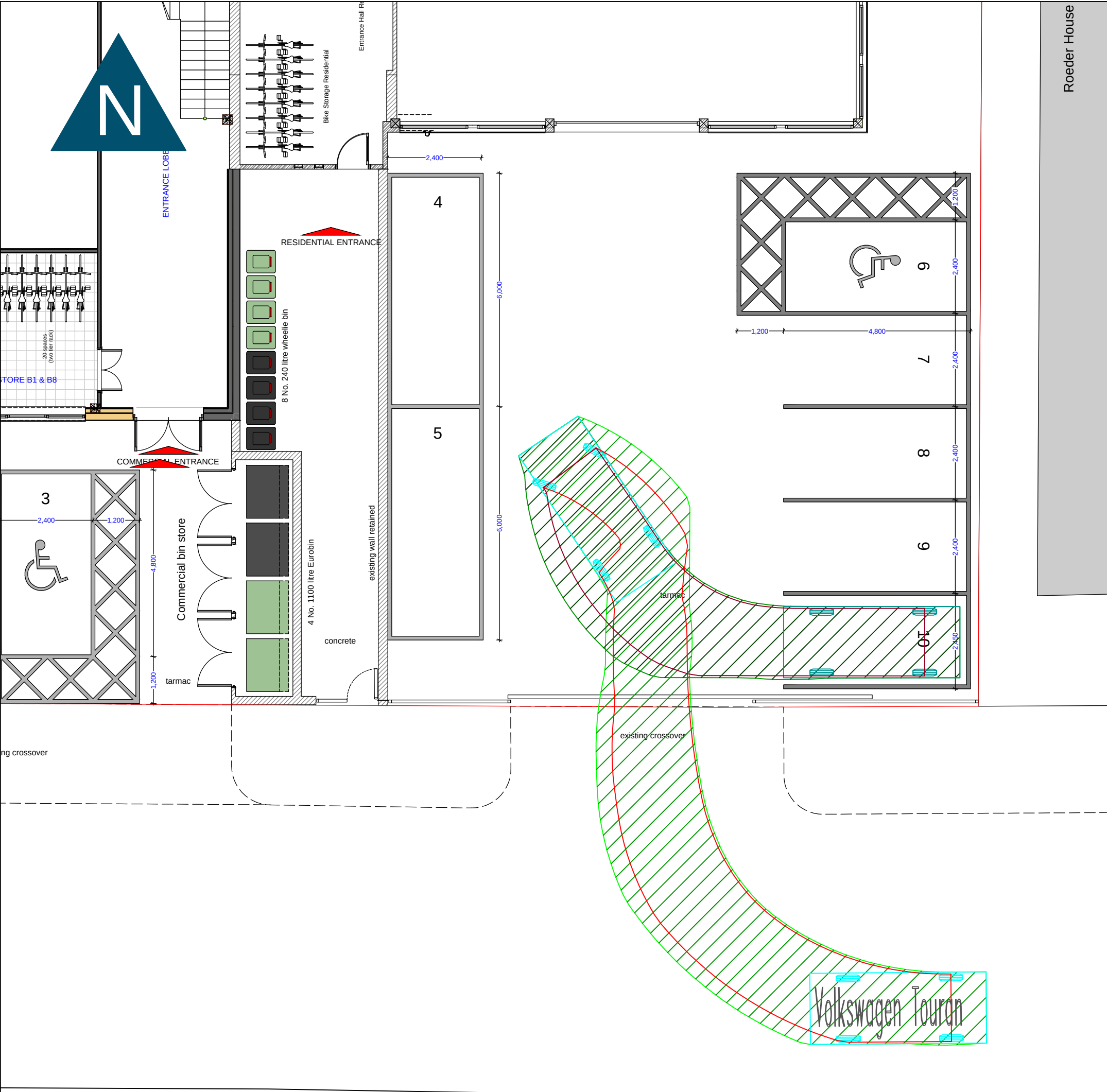
- 4.3.1 Throughout the life of the development, the enforcement activities will be continued to be monitored in order to ensure that it is conducted in accordance with the agreed approach. Any unauthorised vehicles will be clamped and removed.

Appendices



Appendix A





GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

4.5270.007

0.9182.646

Volkswagen Touran

Overall Length1.4534m

Overall Width1.829m

Overall Body Height1.491m

Min Body Ground Clearance0.253m

Max Track Width1.734m

Lock to Lock Time4.00s

Kerb to Kerb Turning Radius5.042m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
-----	------	-------------	-------	-------

5A Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924

mail@limetransport.com
www.limetransport.com

Drawing Status

PRELIMINARY

Project

Pacific House, Vale Road,
Haringey

Title

Swept path analysis
Volkswagen Touran

Drawing No

23010.OS.101.01

Date

24/01/2023

Scale

1:100@A1

Drawn

SL

Checked

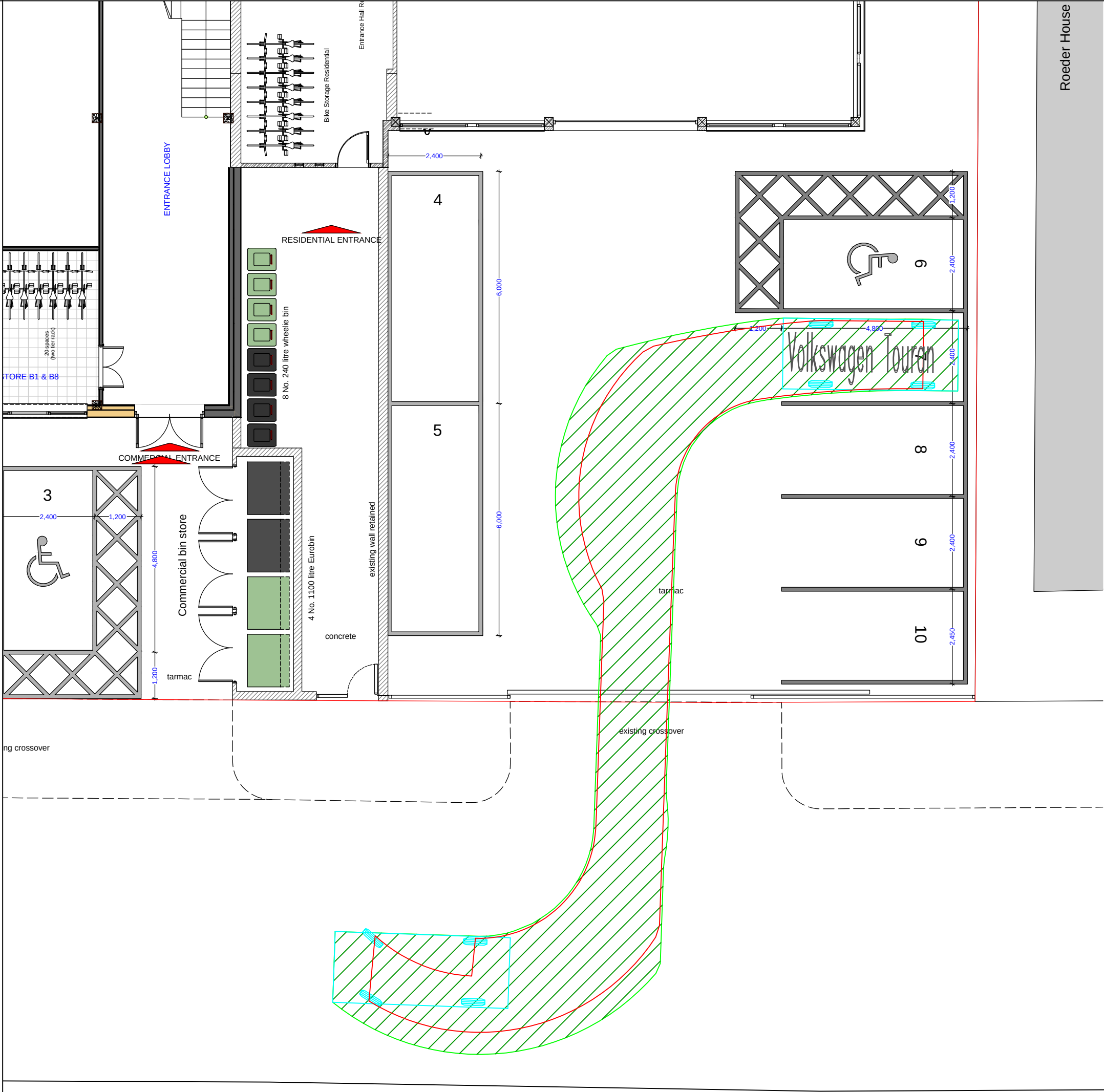
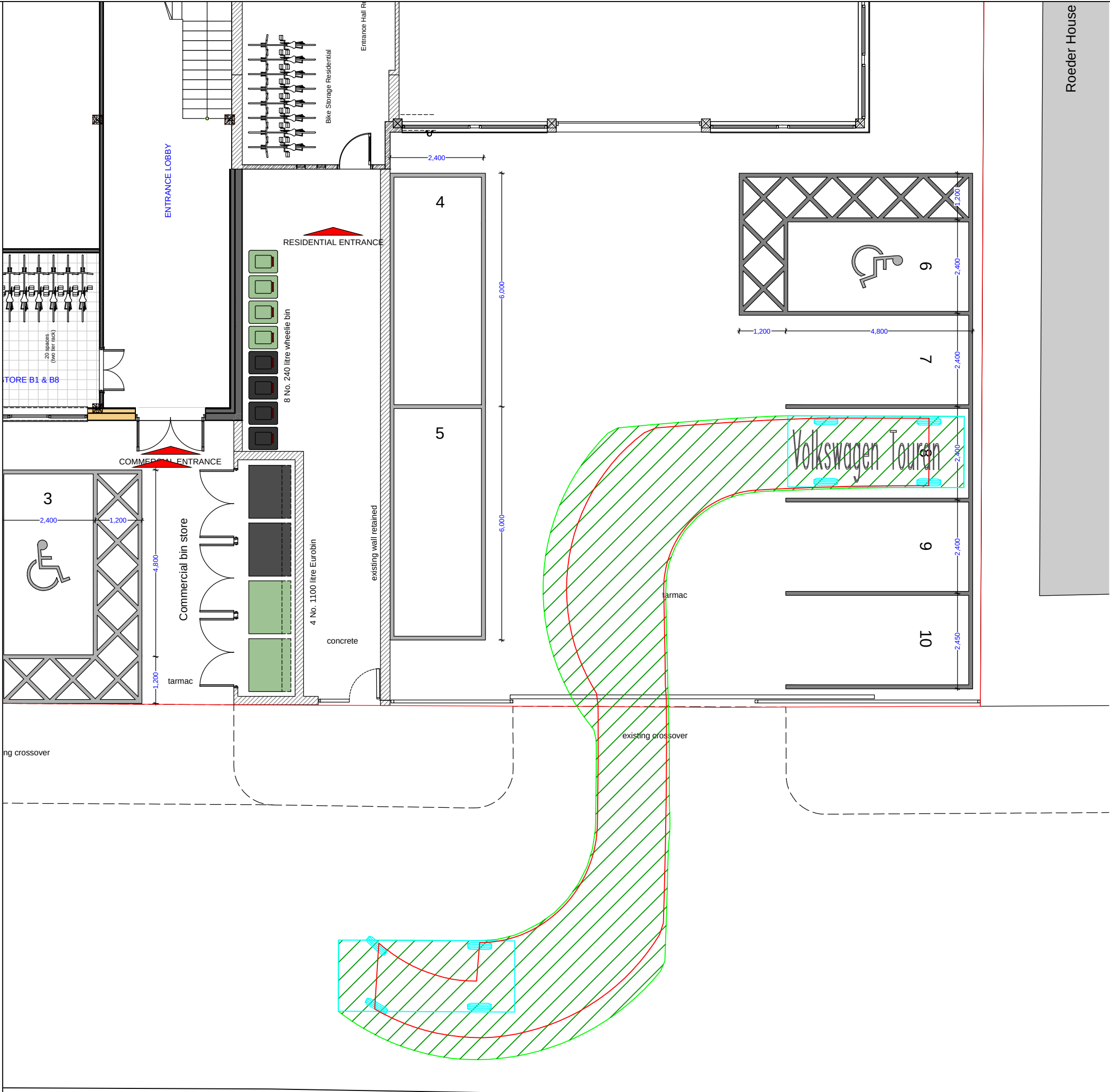
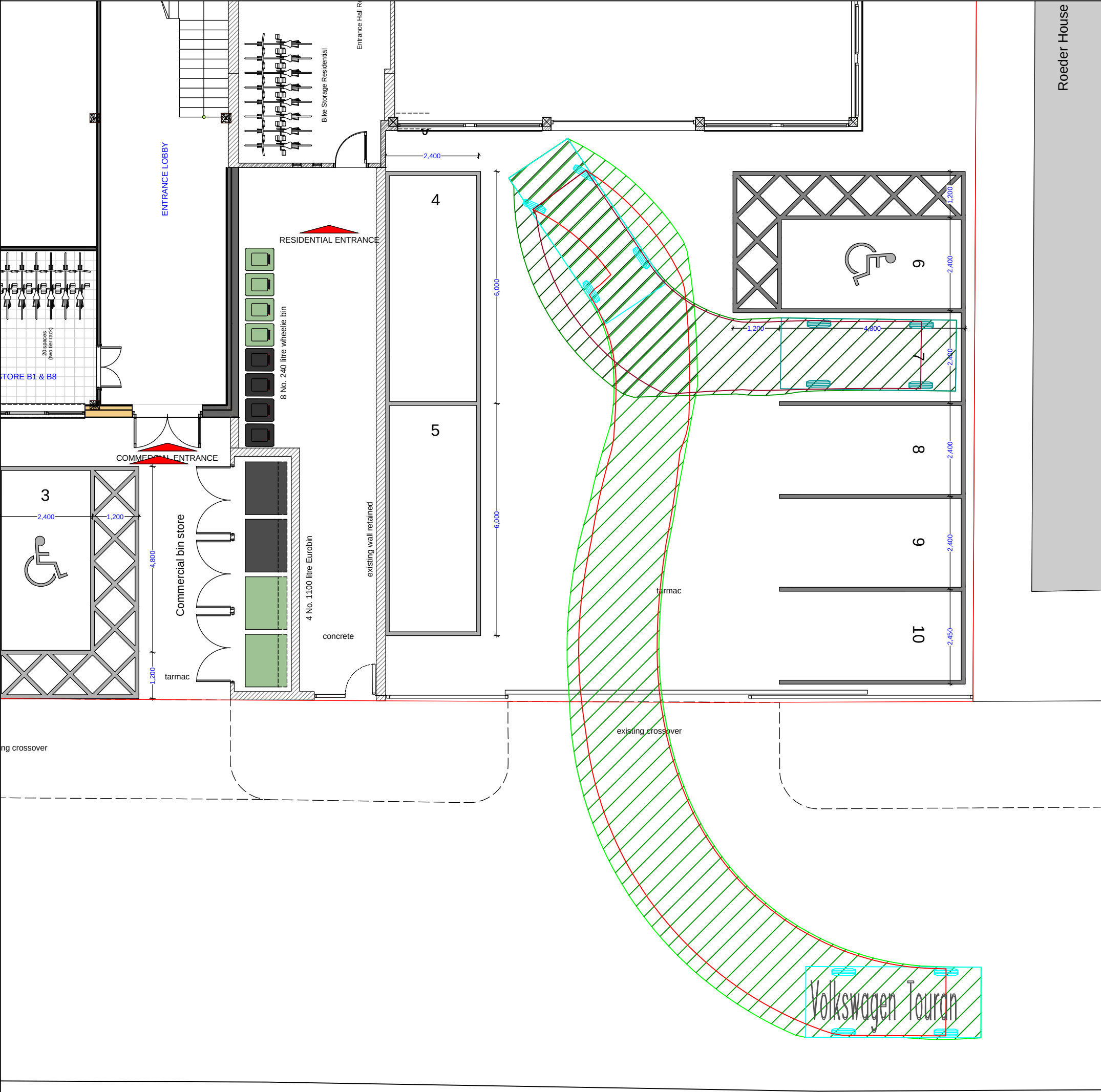
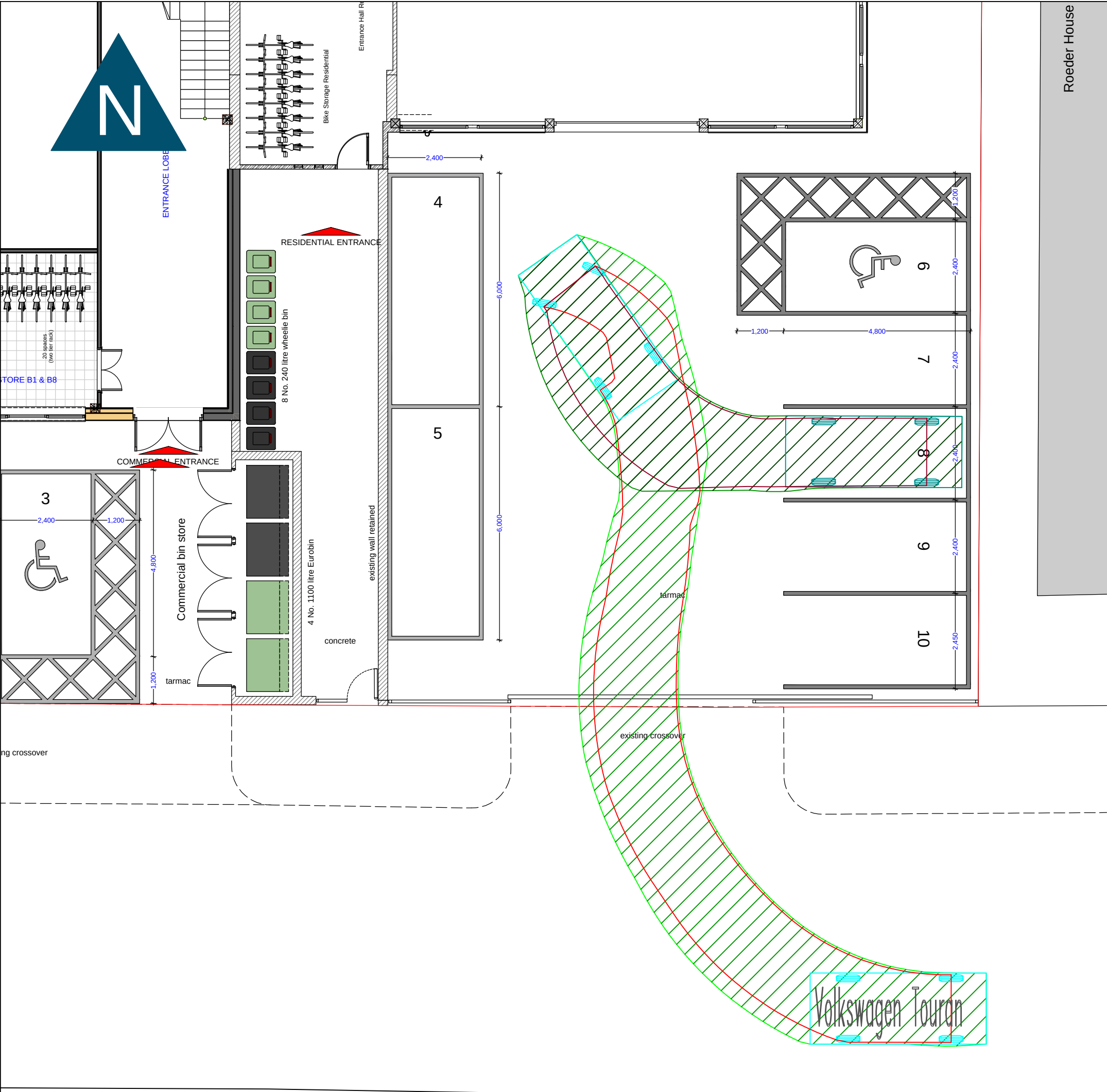
HLJ

Project No

23010

Client Project No

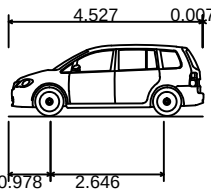
Revision



GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Volkswagen Touran
Overall Length 4.534m
Overall Width 1.829m
Overall Body Height 1.491m
Min Body Ground Clearance 0.253m
Max Track Width 1.734m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 5.042m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
-----	------	-------------	-------	-------



5A Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924

mail@limetransport.com
www.limetransport.com

Drawing Status Date 24/01/2023

PRELIMINARY Scale 1:100@A1

Project Drawn SL

Pacific House, Vale Road, Haringey Checked HLJ

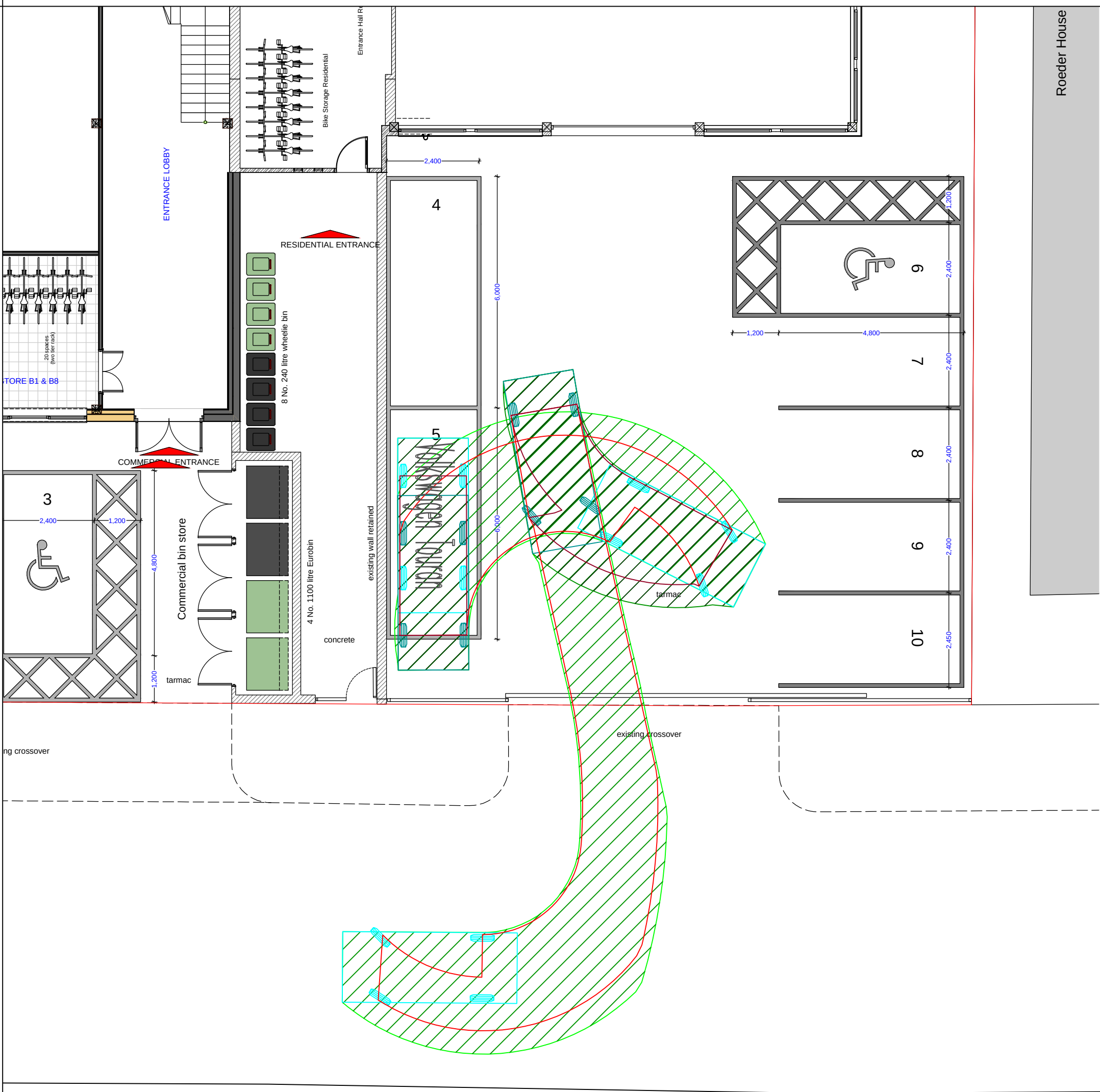
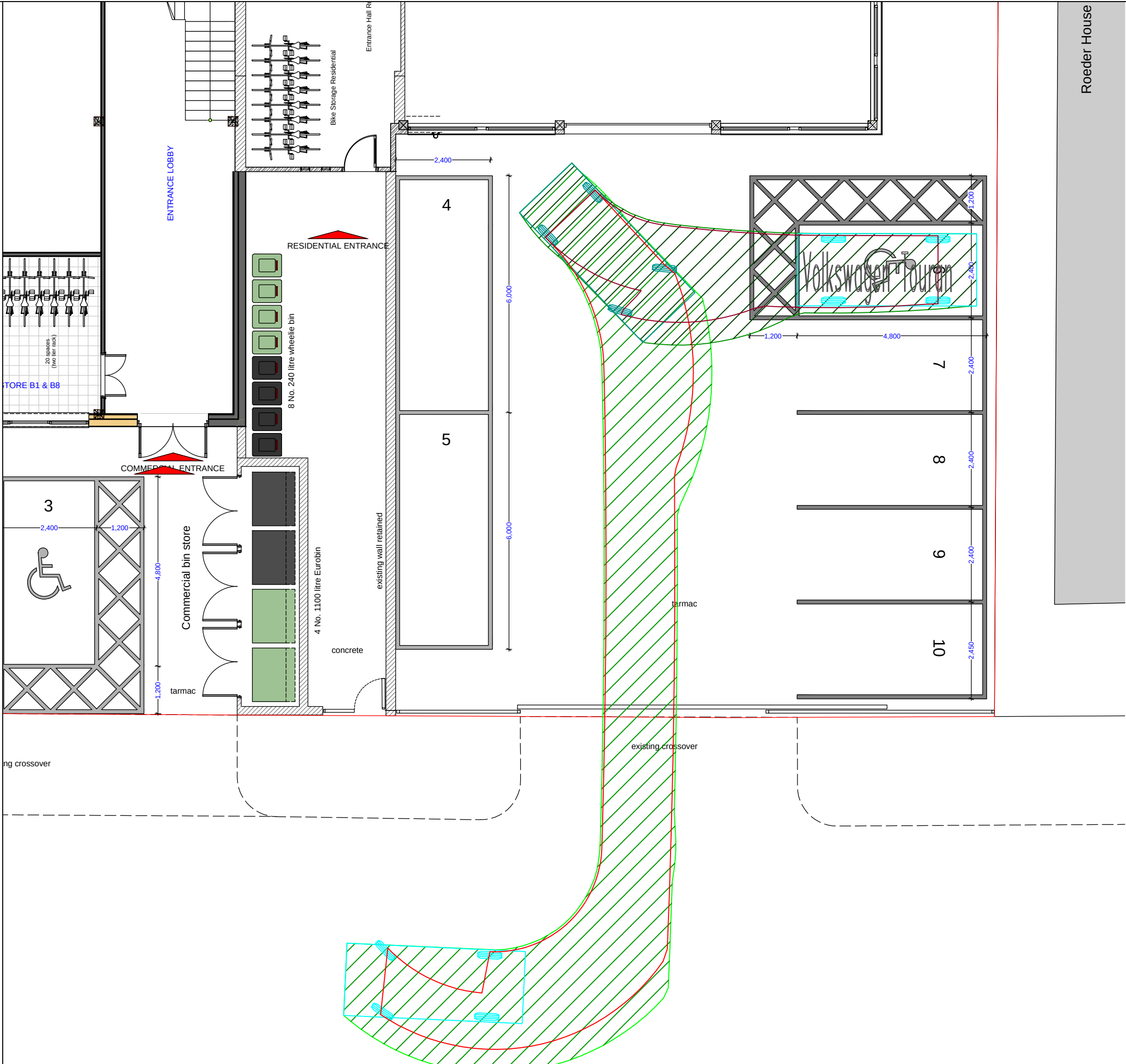
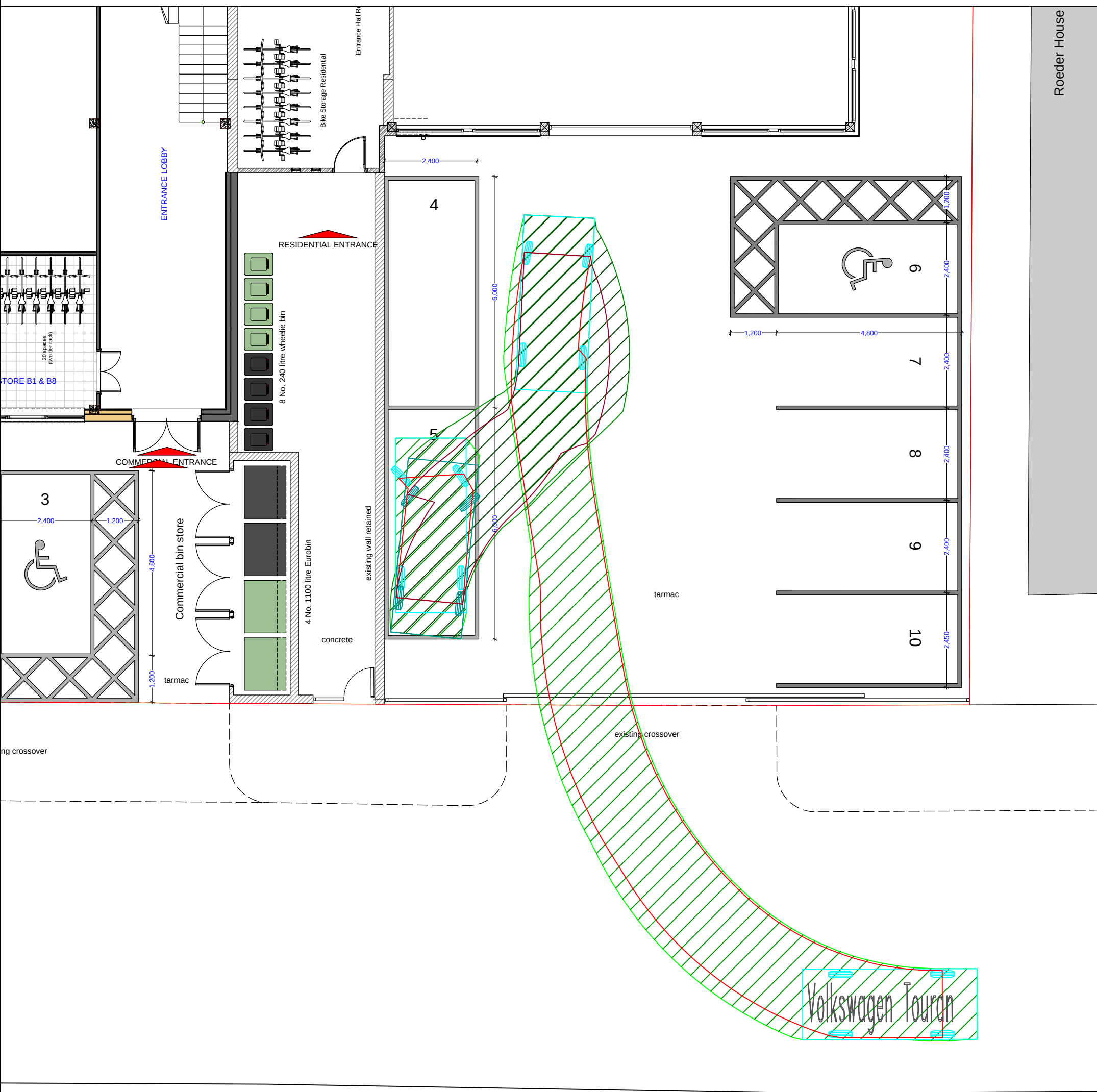
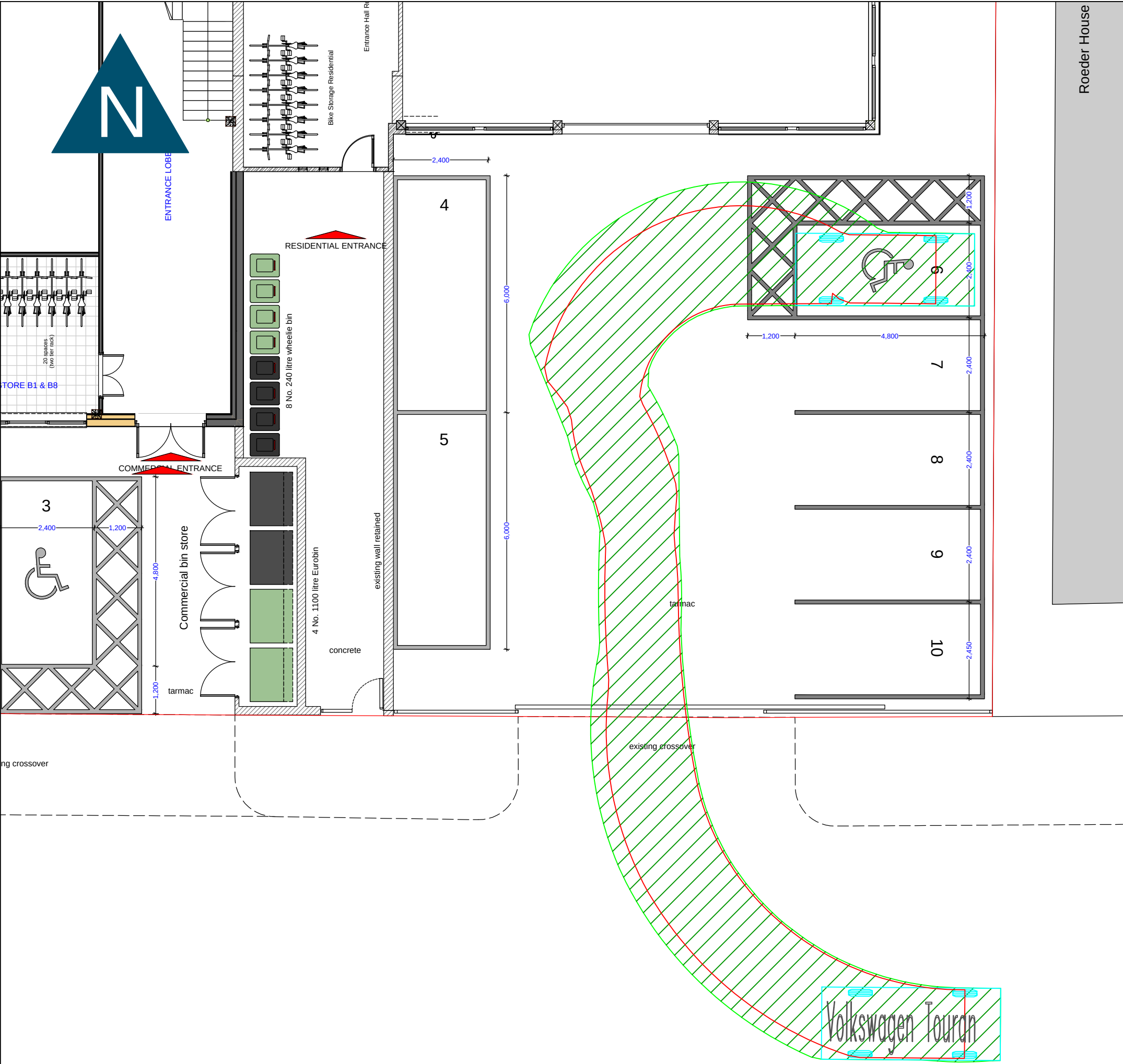
Project No 23010

Title Client Project No

Swept path analysis Volkswagen Touran Revision

Drawing No

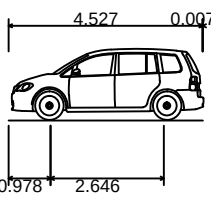
23010.OS.101.02



GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Volkswagen Touran	
Overall Length	4.534m
Overall Width	1.829m
Overall Body Height	1.491m
Min Body Ground Clearance	0.253m
Max Track Width	1.734m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.042m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
-----	------	-------------	-------	-------



5A Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924
mail@limetransport.com
www.limetransport.com

Drawing Status

PRELIMINARY

Project

Pacific House, Vale Road,
Haringey

Title

Swept path analysis
Volkswagen Touran

Drawing No

23010.OS.101.03

Date 24/01/2023

Scale 1:100@A1

Drawn SL

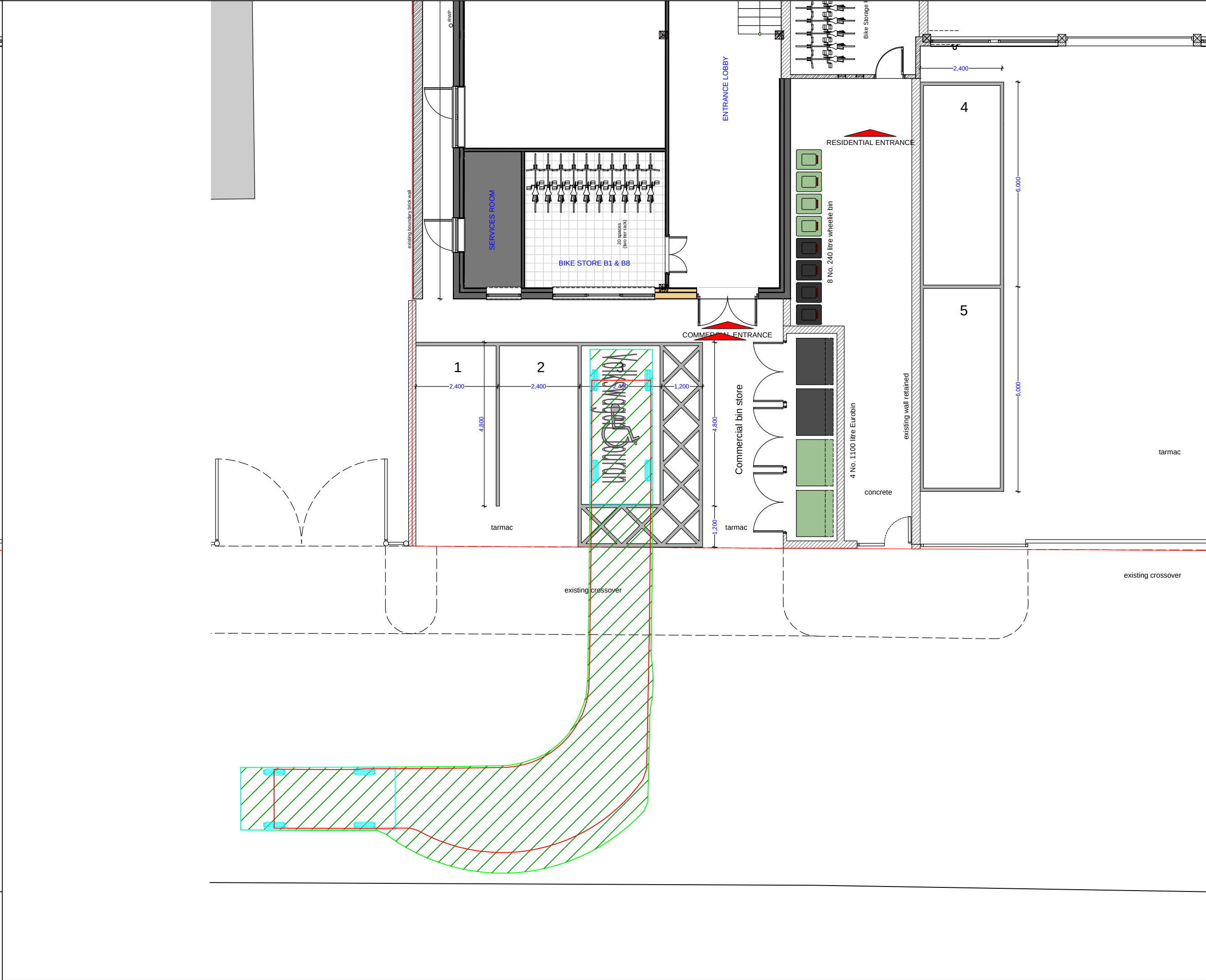
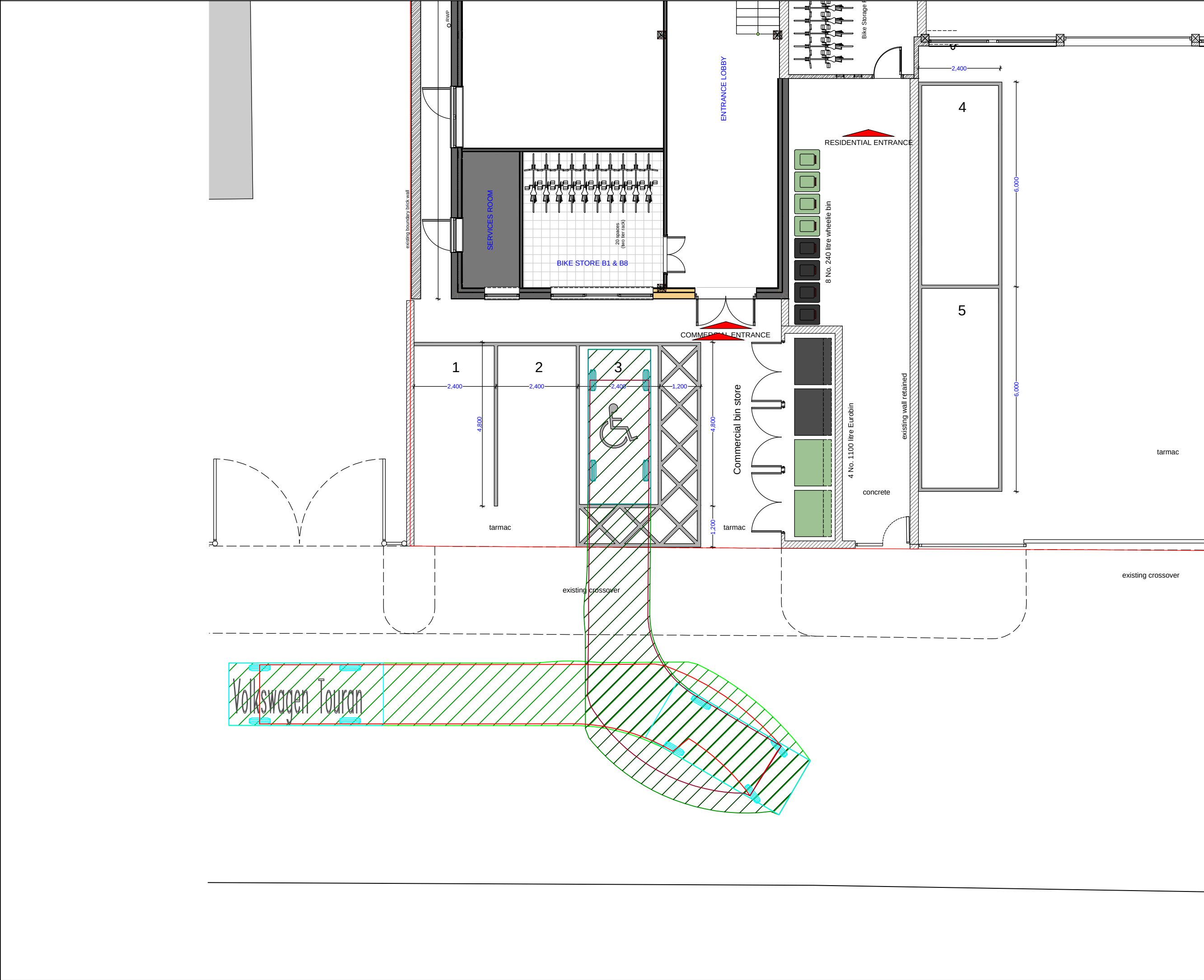
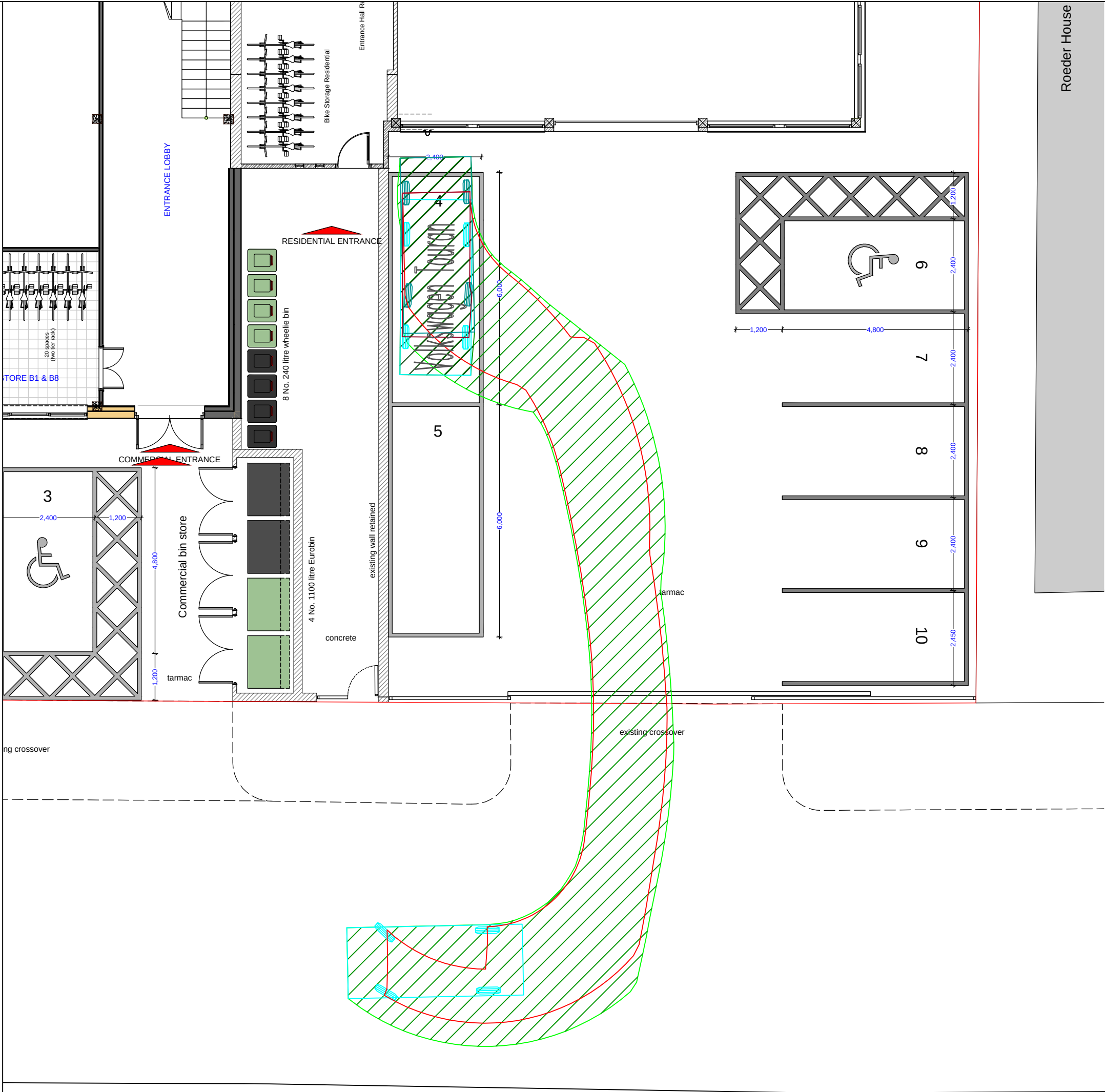
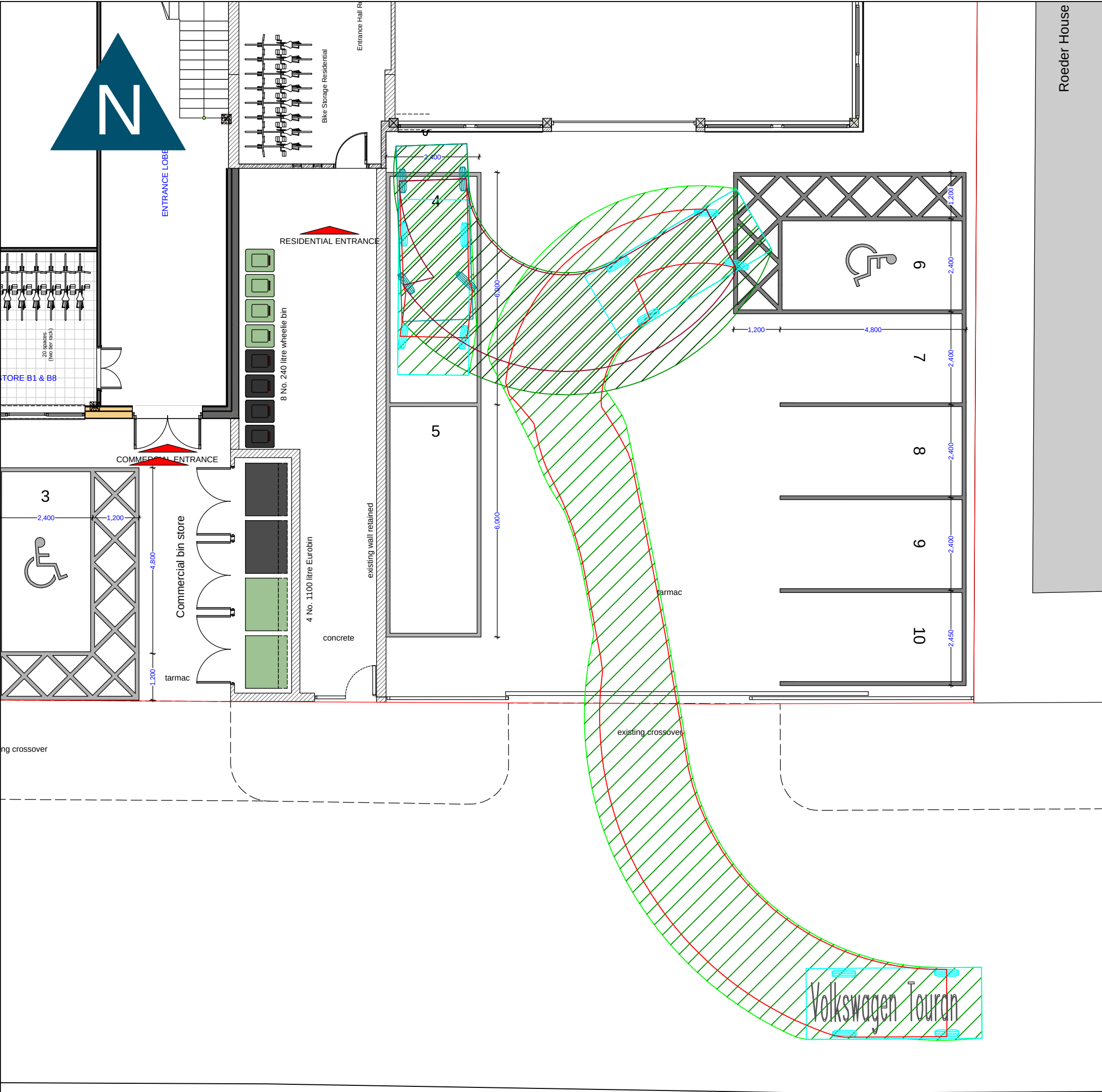
Checked HLJ

Project No

23010

Client Project No

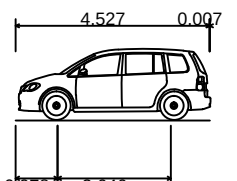
Revision



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



4.5270.007

0.9182.646

Volkswagen Touran

Overall Length4.534m

Overall Width1.829m

Overall Body Height1.491m

Min Body Ground Clearance0.253m

Max Track Width1.734m

Lock to Lock Time4.00s

Kerb to Kerb Turning Radius5.042m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
-----	------	-------------	-------	-------



5A Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924
mail@limetransport.com
www.limetransport.com

Drawing Status

PRELIMINARY

Project

Pacific House, Vale Road,
Haringey

Title

Swept path analysis
Volkswagen Touran

Drawing No

23010.OS.101.04

Date

24/01/2023

Scale

1:100@A1

Drawn

SL

Checked

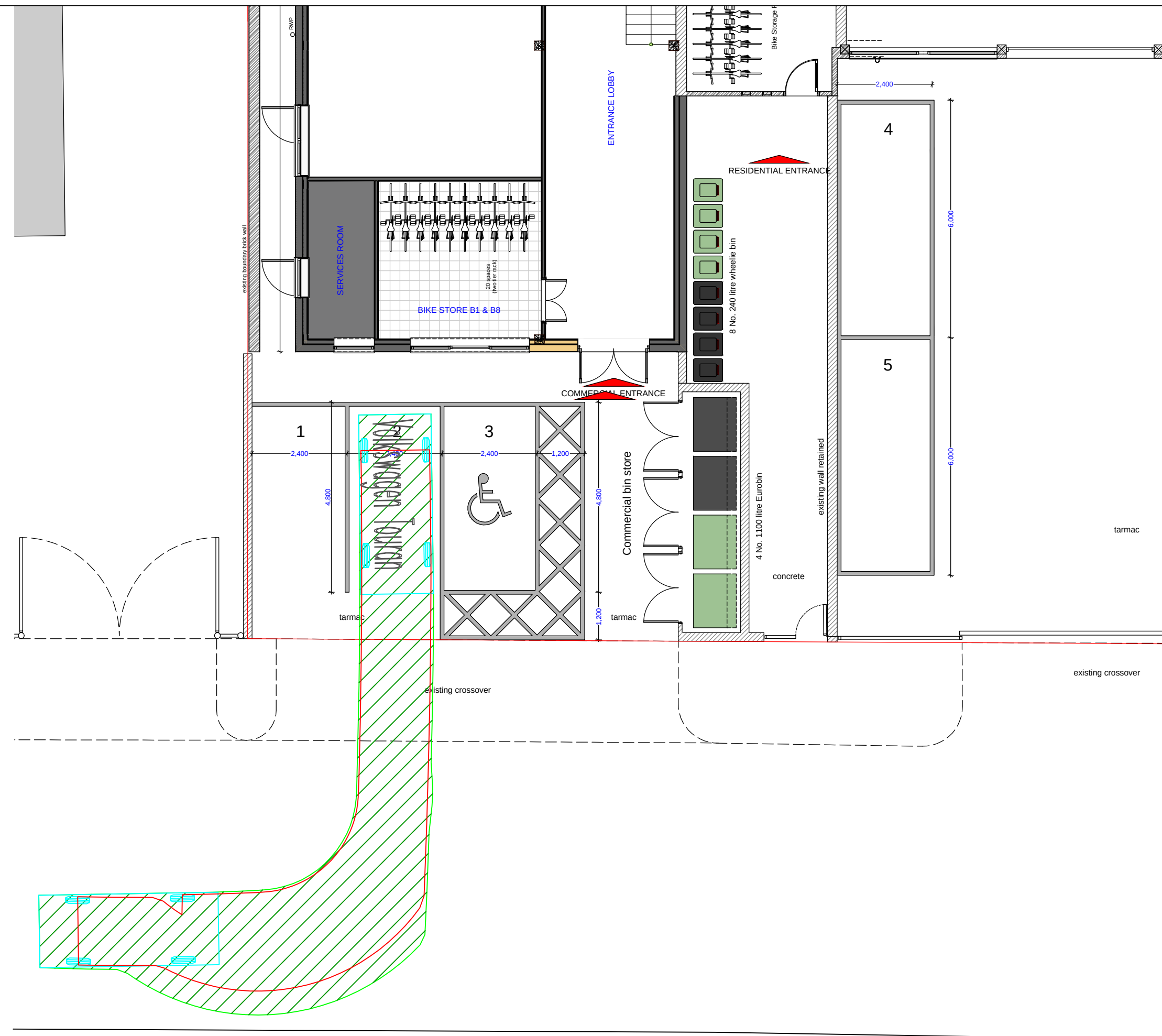
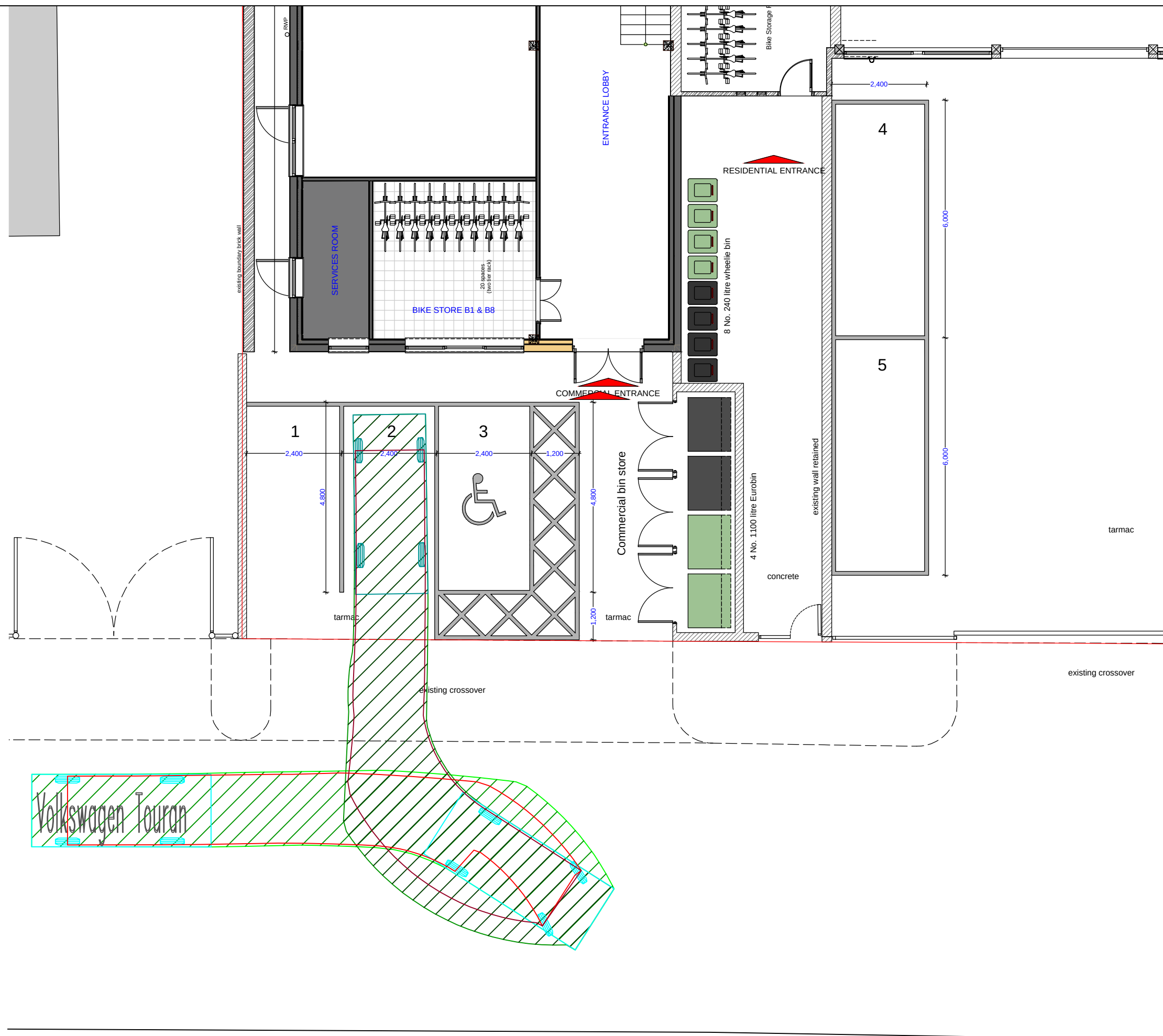
HLJ

Project No

23010

Client Project No

Revision



23010.OS.101.05

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.