

SOUTH TOTTENHAM PROPCO LTD

LAWRENCE ROAD, SOUTH TOTTENHAM

CAR PARKING MANAGEMENT PLAN

**REPORT REF.
2602780_A-ACE-XX-00-RP-C-0104**

September 2026

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Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	DRAFT	SR	BS	DRAFT	01.06.26
-	Final	SR	BS	KM	11.06.26
A	Final	BS	BS <i>BS</i>	KM PP <i>BS</i>	28.09.26

Distribution

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1. Introduction

1.1. Ardent Consulting Engineers (ACE) has been instructed to prepare a Car Parking Management Plan (CPMP) in relation to the development at 30-48 Lawrence Road, South Tottenham in the London Borough of Haringey (LBH). LBH are the planning and highways authority.

1.2. Full permission was granted for the following (application ref: (HGY/2025/3108):

"Alterations and extension to existing building to provide new self-storage facility (Use Class B8), new flexible workspace / incubator units and other works ancillary to the development."

1.3. This CPMP has been produced to discharge Condition 10 of the decision notice. Condition 10 states:

"No development shall commence (except demolition) until a Car Parking Management Plan which includes but is not limited to:

a. Demonstration that the proposed on-site parking zone will continue to operate according to the agreed specifications outlined in the submitted Transport Assessment and plans and appropriate mitigation measures are in situ if issues arise. At no point shall the operation of this development have a negative transport and highways impact upon the locality.

b. How enforcement of loading/unloading bays for the self-storage facility will be managed.

c. How unexpected/un-booked visitors to the self-storage facility arriving by vehicle will be dealt with.

d. The management of the 1 accessible parking bay.

e. How management of servicing and delivery vehicles within the parking zone will be managed and will not compromise the wider working of the development.

f. How the vehicular access gate to/from Lawrence Road will operate to ensure no queuing occurs by vehicles when trying to access the site."

- 1.4. Following approval of this CPMP, the applicant will be responsible for ensuring the document is updated as and when necessary to include any amendments, revisions or improvements to the parking supply, permit allocation or regulatory framework.
- 1.5. Once the site is occupied, the measures set out in this CPMP will be implemented and overseen by the end occupiers, assisted by an appointed management company who will oversee the day-to-day management of the site as necessary.
- 1.6. These parties will follow the British Parking Association (BPA) Code of Conduct for the control and enforcement of parking within the private roads/car parks. In this regard, it is noted that:

"The main objective of the Code is to make sure that operators act responsibly, effectively and efficiently when they...enforce the terms and conditions of parking in private car parks...or...are deterring the illegal or unauthorised parking on private land".

- 1.7. Following the introduction, the remainder of this report is structured, as follows:
 - **Section 2** sets out details relating to the site location, including existing parking opportunities and a brief summary of accessibility by sustainable non-car modes of travel;
 - **Section 3** provides an overview of the development proposals, including details of the on-site parking provision;
 - **Section 4** provides details of the parking management policies that will be implemented at the site, such as allocated parking and access restrictions; and
 - **Section 5** sets out measures for monitoring of parking and enforcement actions that will be implemented to address any problems arising from unpermitted/obstructive parking on-site.

2. Site Location and Local Parking Conditions

Site

2.1. The site is located on the eastern edge of Lawrence Road in Tottenham within the London Borough of Haringey.



Figure 3.1 – Site Location Plan

2.2. The site was formerly occupied by a two storey unrestricted use class E building with full height roller shutters fronting on to a substantial vehicular servicing / parking area and was used as an industrial dry cleaner.

2.3. There are a variety of residential, community and commercial uses in the vicinity, including a cluster of local shops, a primary school and a church.

2.4. The main building on site is set back from Lawrence Road, with a substantial parking / servicing area provided to the front. Pedestrian and vehicular access is directly from the service yard on to Lawrence Road. A pedestrian access is also located to the south of the site, via a pedestrian gate fronting onto the Lawrence Road pavement.

2.5. The existing gated access located to the north of the site and currently comprises a vehicular crossover approximately 6.5m wide.

- 2.6. The site currently benefits from circa 25 vehicular parking spaces in the service van/car park.

Local Highway Network

- 2.7. The site fronts on to Lawrence Road, which is a single carriageway road with wide footways and street lighting and subject to a 20mph speed limit. A zebra crossing is located 100m to the north of the site and raised speed calming features are located at regular intervals along the entire length of the carriageway.
- 2.8. On street parking is located on either side of the carriageway and is within the Seven Sisters Controlled Parking Zone (Permit Holders only Monday to Saturday 8:00am to 6:30pm). A 16m loading bay is located immediately to the north of the site on Lawrence Road and there are lengths of double yellow lines in the vicinity of the site that can also be lawfully used for loading activities.
- 2.9. Lawrence Road connects with West Green Road (A504) forming the minor arm of a priority junction approximately 200 metres to the south of the site. West Green Road is a single carriageway road, comprising two running lanes. It is a bus route and is subject to a 20mph speed limit.
- 2.10. Lawrence Road connects with Philip Lane (B153) forming the minor arm of a priority junction approximately 200 metres to the north of the site. Philip Lane is a single-carriageway road, comprising two running lanes. It is a bus route and is subject to a 20mph speed limit. A zebra crossing is located immediately to the east of the Lawrence Road junction.
- 2.11. Access to/from the strategic road network is taken to/from the southeast, along West Green Road (A504), via the A10, which provides connectivity with central London and the wider highway network. The A10 can additionally be accessed to/from the north via Philip Lane (B153).

3. Site Description and Accessibility Credentials

3.1. The proposal development quantum consists of:

- 4,452sqm GIA self-storage; and
- 519sqm of light industrial workspace / incubator 'FabLab' units.

3.2. The 'FabLab' workplace units are provided to support start-up businesses. They are functional robust spaces, sized to accommodate light-industrial type companies & creative industries.

Access

3.3. Key routes to and from the site are served by footways and incorporate suitably located crossings in the vicinity, whilst there are also cycle routes available locally.

3.4. Footways are provided on both sides of the carriageway in the immediate vicinity, all of which are lit and there are controlled crossing facilities at the signalised junction.

3.5. Many roads in the vicinity of the site have cycle infrastructure and are suitable to be utilised by bicycle. There is ample opportunity for cyclists to gain access to the wider cycle network by utilising these routes in the immediate vicinity of the site. A cycle isochrone is shown in **Figure 3.2**, below.

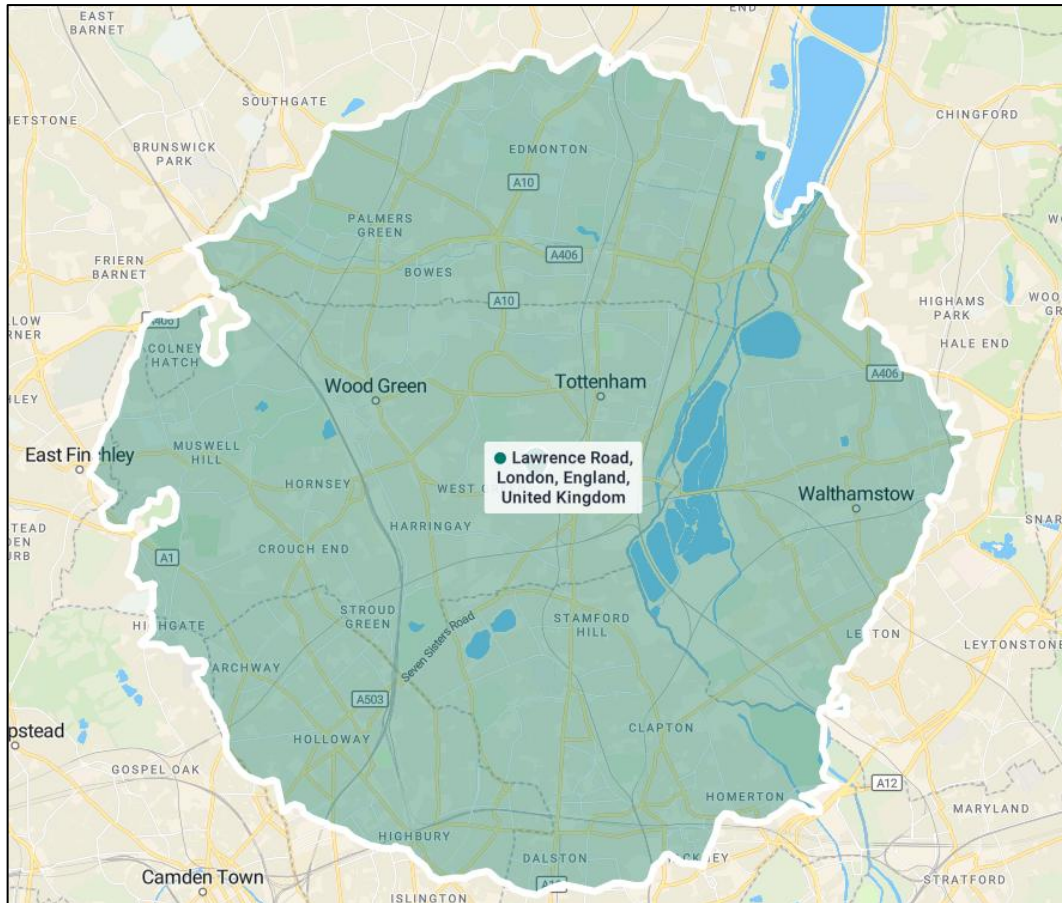


Figure 3.2: 30 minute Cycle Isochrone (smappen.com)

Public Transport Opportunities

- 3.6. TfL's WebCAT PTAL tool provides a measure which rates locations by distance from frequent public transport services. The rating is from 0 (worst) to 6b (best). The site is rated as a WebCAT PTAL 3 (2023). **Figure 3.3** shows the PTAL output for the site.

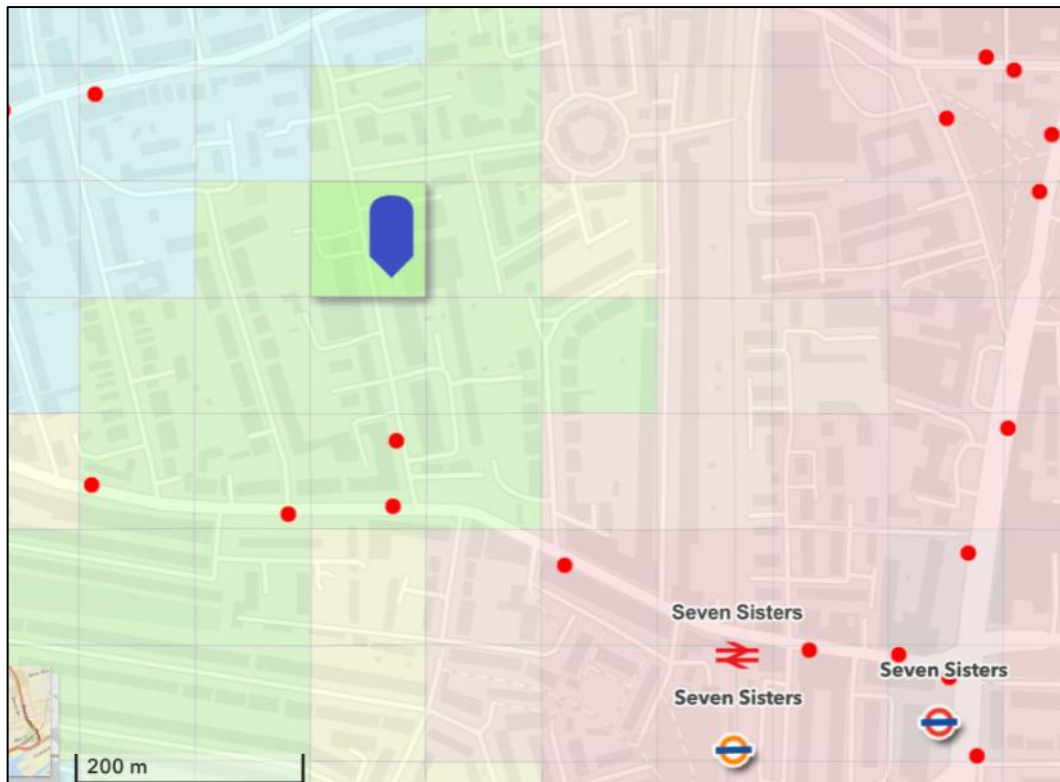


Figure 3.3 – PTAL Output for the Site

3.7. The above PTAL map shows that the site is within an area with 'moderate' accessibility to public transport. It should be noted that local bus stops and Seven Sisters Overground/Underground stations are all within a 12-minute walk of the site, demonstrating that there is a high degree of accessibility by public transport modes.

Bus

- 3.8. The nearest stops to the site are Mount Pleasant Road (250m walk / 3-minute walk) to the north of the site. These stops benefit from a shelter and seating. The 341 service calls at these stops, which operates at a 5-minute frequency in each direction during peak hours and provides access to Tottenham to the north and Woodberry Down, Islington, Angel, Blackfriars and Waterloo to the south.
- 3.9. Further stops are located to the south of the site on Bedford Road (270m / 3-minute walk), served by the 41-bus service, which operates at a 10-minute frequency in each direction during peak hours and provides access to Ducketts Green, Hornsey and Archway to the west and Tottenham Hale to the east.

Rail

- 3.10. The nearest rail stations are Seven Sisters Underground and Seven Sisters Overground which are 900m and 1.0km from the site respectively, which equates to within a 10 minute and 12 minute walk respectively, or a 3 minute cycle.
- 3.11. Seven Sisters overground station provides access to the Weaver Line, providing connection between Liverpool Street Station (Central London) and Cheshunt/ Enfield Town.
- 3.12. Seven sisters underground station provides access to the Victoria Line, providing connection from Walthamstow to Brixton via central London.

4. Parking Management

4.1. This CPMP seeks to ensure that the following key objectives are achieved:

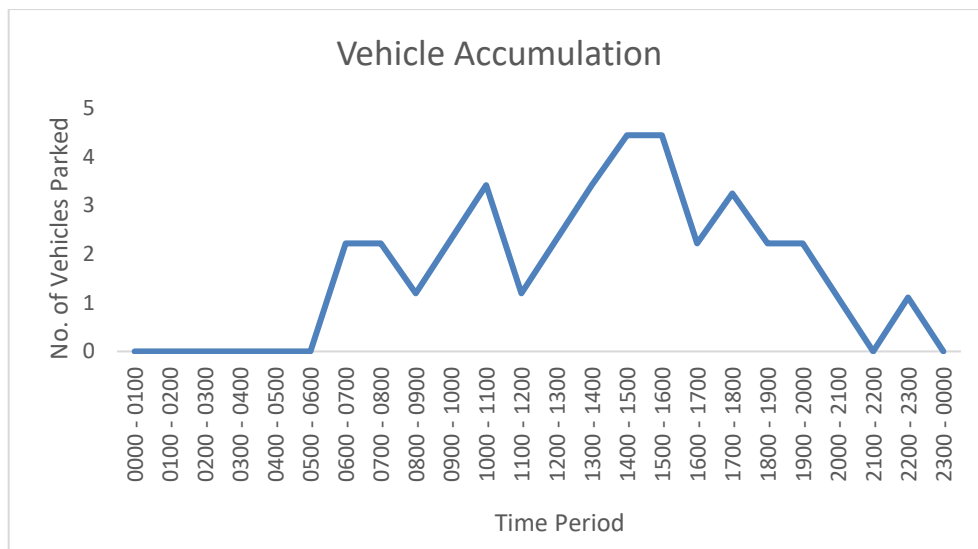
- To ensure that the on-site car parking is used only by those permitted to do so;
- To ensure that the on-site car parking facilities are used efficiently; and
- To prevent any unauthorised or obstructive parking regularly occurring within the site, either within the car park or on the surrounding roads.

4.2. This CPMP will be implemented by the applicant who will be in charge of the day-to-day management duties at the site (e.g., general maintenance, security, caretaking etc).

Parking Allocation

4.3. An operational loading area for the self-storage aspect of the proposals will be provided on site as illustrated on the site layout plan. This operational parking/servicing area is designed to allow a flexible space to accommodate various numbers and combinations of vehicles ranging from cars to light vans, in line with established demand from other operational stores. Due to the nature of the land use, where bulky items are stored on site, some element of vehicular loading space is required for operational purposes and is provided in accordance with London Plan policy to enable the site to function. **ACE Drawing 2602780_A-ACE-XX-00-DR-C-0507** demonstrates a peak parking demand scenario as well as a number of manoeuvres within the operational loading area.

4.4. The amount of space allocated to vehicles loading / unloading is based on predicted trip generation (arrival / departure data) which demonstrates that in normal scenarios the greatest number of vehicles on site is likely to be 4 (see graph 4.1 below). However, as an absolute worst case scenario where all vehicles from the previous hour are still on site after vehicles from the following hour arrive this could be 7 vehicles. **ACE Drawing 2602780_A-ACE-XX-00-DR-C-0507** demonstrates that circa 8 vehicles can be accommodated on site at any one time (including the disabled bay). More realistically, operator data suggests that customers are only on site for an average of 23 minutes at a time, meaning the chance of the loading area being full is extremely low.



Graph 4.1 – Predicted required vehicular capacity

- 4.5. In the unlikely event that capacity issues exist on site staff will assist with managing a safe access to the site. If issues are ongoing the implementation of maximum stay restrictions will be investigated.
- 4.6. One accessible vehicle car parking space is provided on the site. Blue Badge holders will receive first priority, followed by occupiers with essential medical or mobility needs, then key workers where applicable. This approach ensures that parking provision supports accessibility requirements whilst maintaining appropriate management oversight
- 4.7. All vehicular parking / loading requirements are accommodated on site. Furthermore, operating hours are wholly within the operating hours of the permit CPZ restricted hours and therefore there will be no impact on parking in the vicinity of the site.
- 4.8. The access allows vehicles to wait off street without blocking the footway or carriageway, as shown on **ACE Drawing 2602780_A-ACE-XX-00-DR-C-0507**.
- 4.9. Car Parking will be managed, ensuring that only customers using the self-storage facilities are permitted to park within the gated section of the site, as shown in the proposed site plan, included in **Appendix A**. It is not anticipated that any unexpected visitors will arrive on site, as a STOREX account is required to access and utilise the site.

4.10. Management measures consist of a keypad-controlled security gate/ intercom, only allowing authorised access into the facility using the dedicated app or via the intercom. No parking is provided for staff.

4.11. Given the nature of the development and daily expected trips, it is not expected that queueing would occur as vehicles are swiftly admitted to the site via the app, with no long waiting periods for admittance.

Cycle Parking

4.12. In accordance with LBH and London Plan policy, 18 long stay and 9 short stay cycle spaces are provided.

Fab Labs

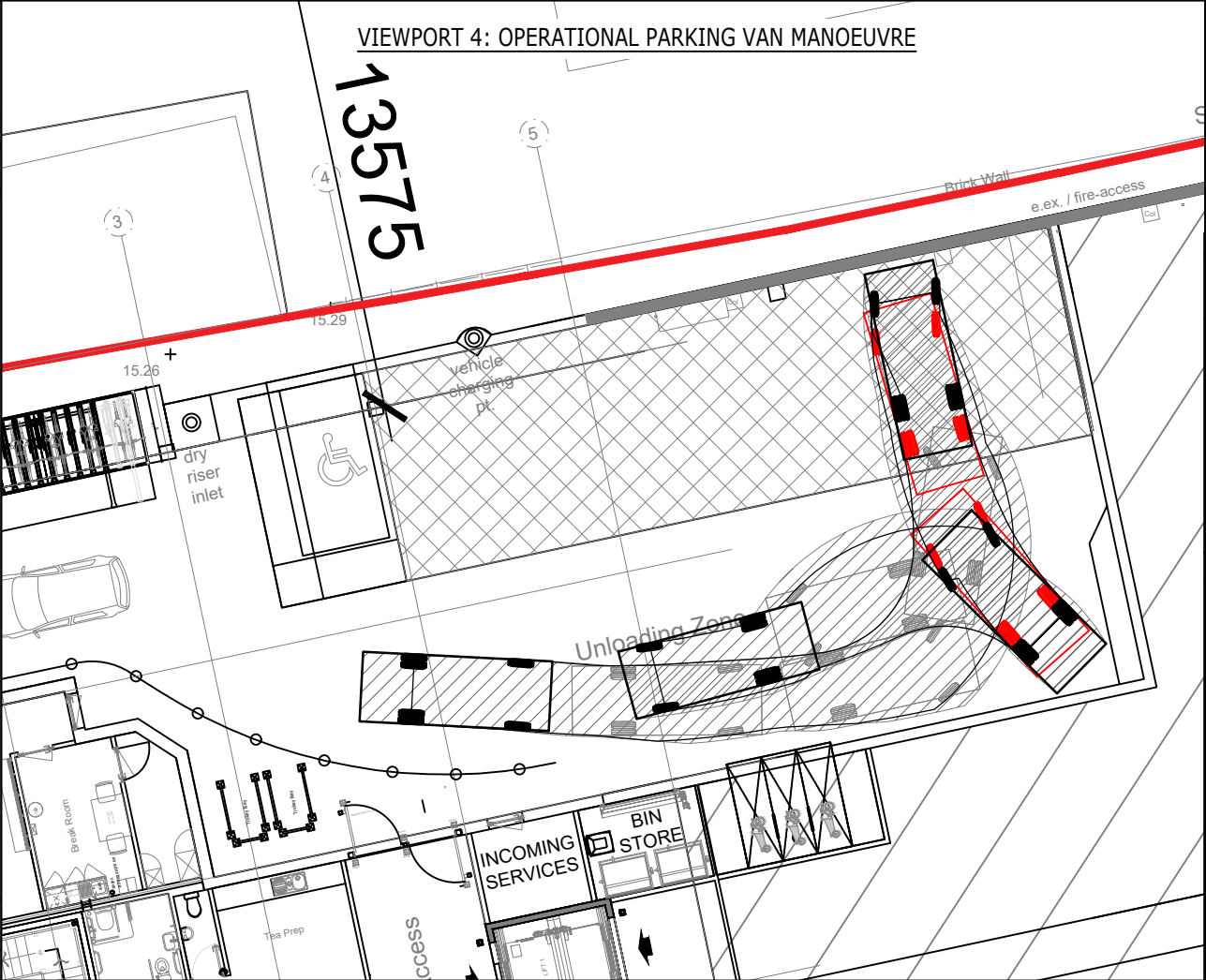
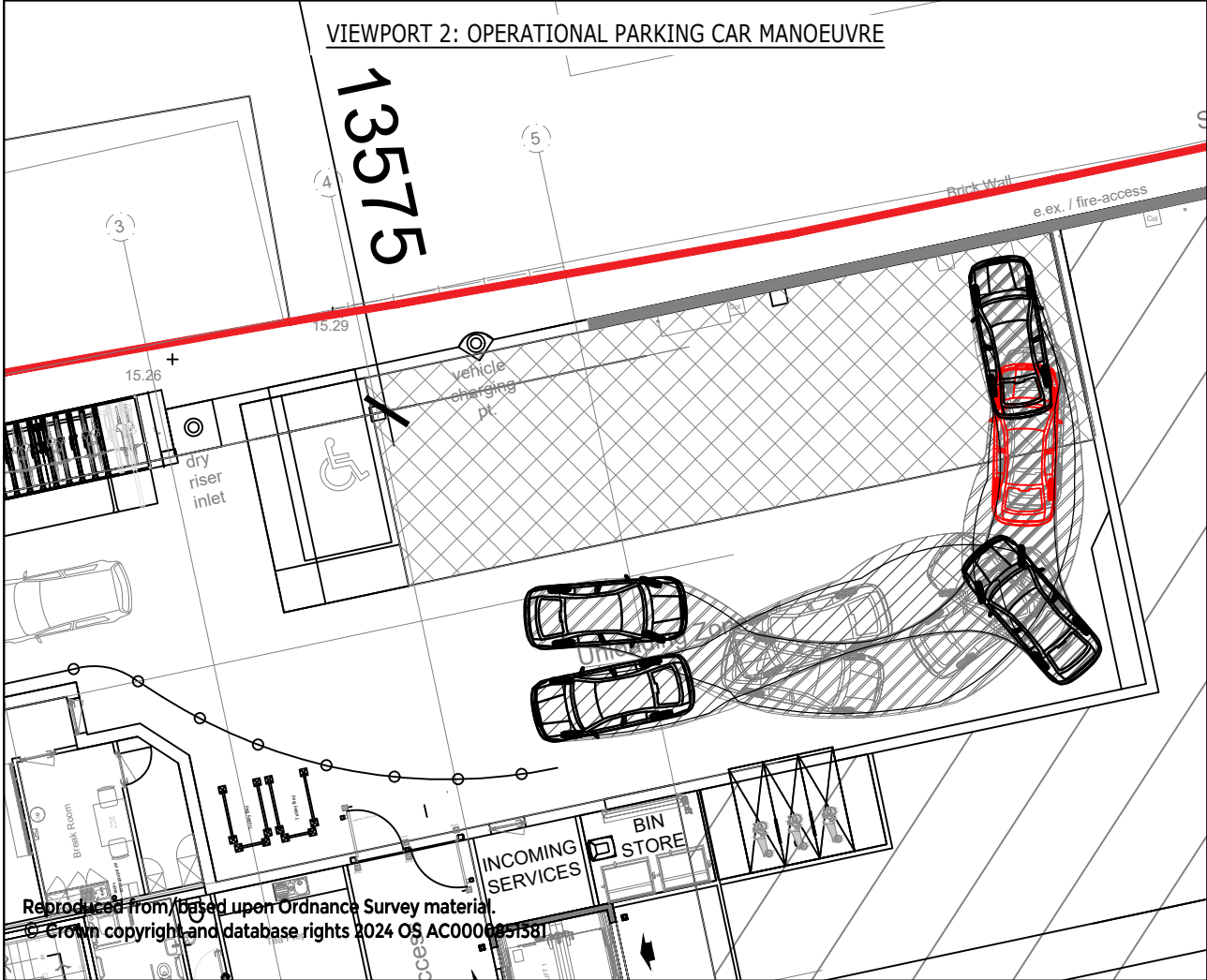
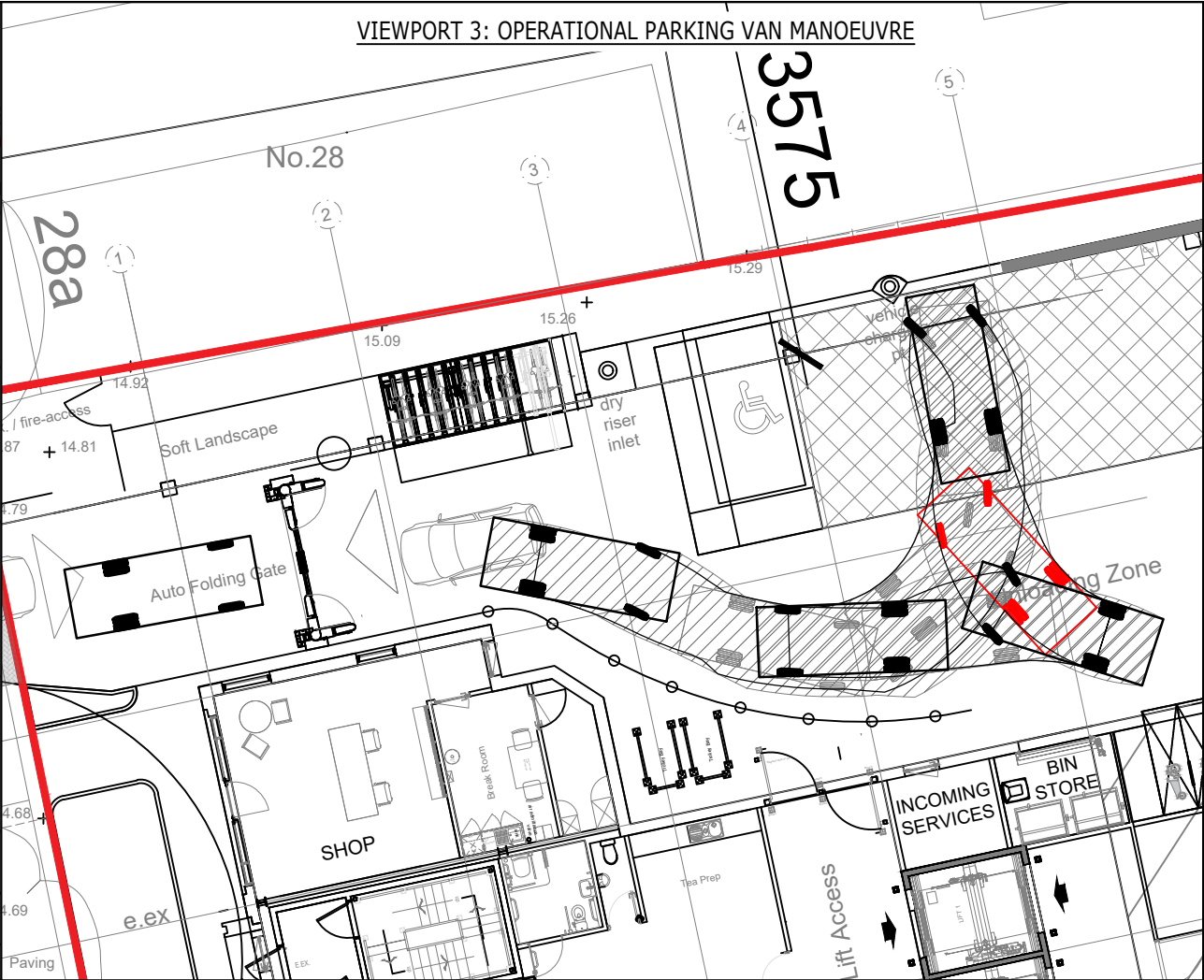
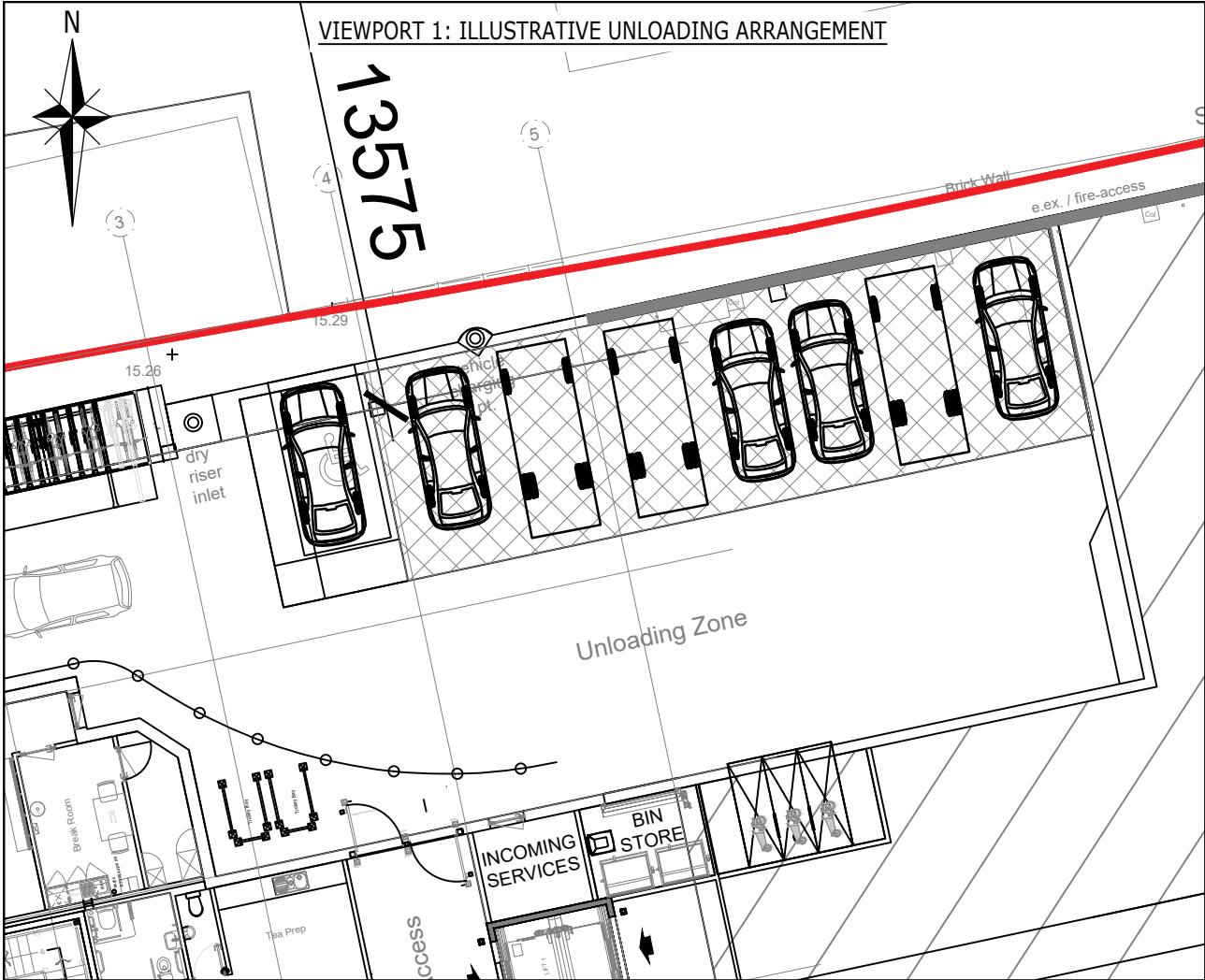
4.13. Based on sites of a similar nature managed by STOREX it is anticipated that the occupiers of the Fab Lab will be local to the site. These occupiers are able to utilise the onsite cycle parking provision, the cycle store is located in close proximity to the proposed Fab Lab units.

4.14. Additionally, the occupiers are able to arrange the use of the onsite loading bay. Given small scale the nature of the development it is anticipated that any vehicle movements from the Fab Labs would be minimal.

5. Parking Enforcement and Future Monitoring

- 5.1. This section considers a number of potential enforcement measures and recommends those which are considered to be suitable for preventing the unauthorised use of the parking spaces.
- 5.2. It is anticipated that due to the nature of the business, unauthorised parking will be extremely rare since the journey purpose to the site is for a very specific reason and the main parking area is controlled by gated entry.
- 5.3. The applicant will implement and over-see the CPMP, they will be responsible for enforcing the on-site parking restrictions set out within this document. This will relate to the use of the parking spaces on the site, as well as managing any indiscriminate parking. If necessary, warning notices could be issued to vehicles that are inappropriately parked.
- 5.4. The self-storage parking will be actively managed by the applicant, allowing only customers utilising the facility to park on the site – utilising a restricted access gate and app access.

Drawing



KEY

— SITE BOUNDARY

VEHICLE USED:

Skoda Octavia
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m

3.5t Panel Van
Overall Length 5.350m
Overall Width 1.970m
Overall Body Height 2.562m
Min Body Ground Clearance 0.335m
Track Width 1.970m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.850m

DRAFT

Rev	Description	Drn	Chk	App	Date
1	Purpose: DRAFT				
2	Status: NOT YET APPROVED				

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Client: SOUTH TOTTENHAM PROPCO LTD

Project Title: LAWRENCE ROAD

Drawing Title: SITE LAYOUT PLAN AND SWEEP PATH ANALYSIS

Drawn by	Checked by	Approved by	Revision
SR	BS	KM	-

A3 Scale: 1: 200 Date: 11.06.26

Drawing Number: 2602780_A-ACE-XX-00-DR-C-0507

Appendix A



NOTES

ORIGINAL A3

All levels and dimensions to be checked on site prior to construction / fabrication; report discrepancies immediately. Do not scale dimensions from this drawings. This drawing is copyright protected.

REVISION

A	290925	Undercroft Updated	AF	DA
B	271025	Staircores updated	AF	DA
C	220926	Dims added		

KEY:

STOREX Loading Bay

Customer Shop

1500mm circulation corridors

Customer Lifts

Stair Cores

Accessible WC

Public Footpath

Level Access Routes

Level Access Routes 1:21 Gradient

SCALE 1:250

0

2

4

6

8

10m

PLANNING

SCALE	DATE	DRAWN	CHECKED
1:250	SEP'25	AF	DA

PROJECT

STOREX SELF STORAGE

Lawrence Road, Tottenham

London: N15 4EG

DRAWING

ACCESS PLAN

AS PROPOSED

 FUSI ALLAN

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www.fusiallan.com

DRAWING No.

25006_D_017C