

Phase 1b and 2 Car Park Management Plan

St Ann's New Neighbourhood

1 December 2023

Prepared for

Peabody Trust, Catalyst by Design and Hill Residential Limited



Prepared for:

Peabody Trust, Catalyst by Design and Hill Residential Limited

Prepared by:Markides Associates
2nd Floor, The Bridge
73 – 81 Southwark Bridge Road
London SE1 0NQ
United Kingdom

T: +44 (0)20 7442 2225

E: info@markidesassociates.co.ukW: markidesassociates.co.uk

Project Number: 22398

Doc Number: CPMP

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
A	First Draft	BRG	JB	EJ	JB	21/07/23
B	Final	BRG	JB	EJ	JB	22/11/23
G	Final	BRG	JB	EJ	JB	27/11/23

Copyright 2023 Markides Associates Ltd. The concepts and information contained in this document are the property of Markides Associates. Use or copying of this document in whole or in part without the written permission of Markides Associates constitutes an infringement of copyright.

Limitation: This report has been prepared on behalf of, and for the exclusive use of the client of Markides Associates, and is subject to, and issued in accordance with, the provisions of the contract between the client and Markides Associates. Markides Associates accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this report by any third party.

Contents

1	INTRODUCTION	3
2	THE DEVELOPMENT	6
3	MANAGEMENT PLAN MEASURES	9
4	ONGOING UPDATE AND REVISION	13

Tables

Table 2.1	Development Proposals	6
Table 2.2	Phase 1b and 2 Parking Breakdown	8

Figures

Figure 1.1	Site Location Plan
Figure 2.1	Parking layout
Figure 3.1	Phase 1b and 2 Parking Layout

1 Introduction

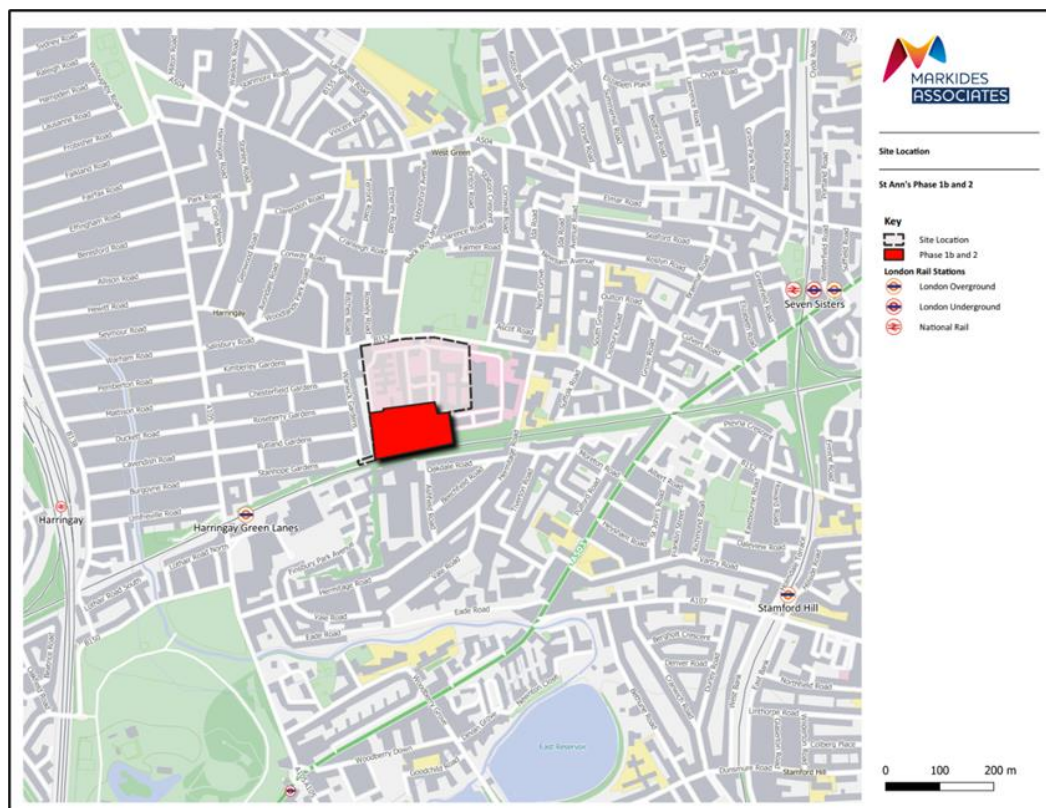
1.1 Summary

- 1.1.1 Markides Associates (MA) have been instructed to prepare Car Parking Management Plan (CPMP) on the on-site vehicle parking provision of Peabody Trust, Catalyst by Design and Hill Residential Limited (hereafter referred to as the 'the applicant') in support of a Reserved Matters Application (RMA) regarding the regeneration of part of the St Ann's Hospital site, St Ann's Road, Haringey.
- 1.1.2 The site already benefits from a Hybrid Planning consent for the demolition of a number of existing buildings and their replacement with a mixed-use development of up to 995 homes with 5,000sqm (GEA) of non-residential E / F1 / F2 Use Classes.
- 1.1.3 This Car Park Management Plan (CPMP) sets out the proposed approach to managing the car parking being provided under Phases 1b and 2.

1.2 The Site

- 1.2.1 The Site is located within the administrative boundary of the London Borough of Haringey (LBH) and the wider site occupies a 7.2ha parcel of land with a number of buildings that use to form part of the St Ann's Hospital site. The buildings, the majority of which are no longer in active use, vary in styles from pre-war to refurbished post war buildings. Building heights across the site range from 2-3 storeys. This RMA focuses on phases 1b and 2 of the masterplan, an area of approximately 2.4ha located at the southern end of the masterplan.
- 1.2.2 Vehicular and pedestrian access to the site is taken from St Ann's Road (a classified B Road) only.
- 1.2.3 St Ann's Hospital site is located to the south of St Ann's Road in Haringey N15 3TH ('the site') The south side of the site is bounded by the Overground railway line, with residential dwellings to the west and the remainder of St Ann's Hospital to the east.
- 1.2.4 The Site location and extent of phases 1b and 2 is shown in **Figure 1.1** and is reproduced at scale at the end of this report.

Figure 1.1 Site Location Plan



1.3 2022 Hybrid Planning Consent

1.3.1 Consent was granted in 2022 (HGY/2022/1833) for the following:

1. Detailed planning permission for Phase 1A, for: (a) the change of use, conversion and alteration of seven existing hospital buildings for a flexible range of non-residential uses within Use Class E, F1/F2; (b) the demolition of other existing buildings (in accordance with the demolition plan); (c) the erection of new buildings for residential uses (Use Class C3); (d) alterations to the existing access roads and site boundaries to enable the provision of new vehicular, pedestrian and cycle accesses; (e) landscaping including enlargement of the Peace Garden; and, (f) associated car and cycle parking spaces and servicing spaces;
2. The demolition of existing buildings and structures in Phases 1b, 2 and 3 (in accordance with the demolition plan);
3. Outline planning permission (with all matters reserved except for access) for Phases 1b, 2 and 3, for: (a) the erection of new buildings for residential development (Use Class C3) and a flexible range of non-residential uses within Use Class E, F1/F2; (b) provision of associated pedestrian and cycle accesses; (c) landscaping including enhancements to the St Ann's Hospital Wood and Tottenham RAILSIDES Site of Importance for Nature Conservation (SINC); and, (d) car and cycle parking spaces and servicing spaces.

1.4 Phase 1b and 2 Reserved Matters Application

1.4.1 Phase 1b and 2 Reserved Matters Application This RMA is for the following:

"The approval of reserved matters respect of appearance, landscaping, layout and scale relating to Phases 1b and 2 associated with the outline component of planning permission HGY/2022/1833 for "Outline planning permission (with all matters reserved except for access) for Phases 1B, 2 and 3, for: (a) the erection of new buildings for residential development (Use Class C3) and a flexible range of non-residential uses within Use Class E, F1/F2; (b) provision of associated pedestrian and cycle accesses; (c) landscaping including enhancements to the St Ann's Hospital Wood and Tottenham Railsides Site of Importance for Nature Conservation (SINC); and, (d) car and cycle parking spaces and servicing spaces."

1.4.2 Condition 77 of the hybrid consent requires the submission of a Car Park Management Plan prior to occupation. However, Car Parking is linked across the whole Site and as such, it has been submitted as part of the RMA submission.

1.5 Report Aims and Structure

1.5.1 The key aims of this CPMP are as follows:

- Identify the overall provision of parking within Phase 1b and 2 and the allocation of these spaces for different uses.
- Approach to enforcement of the use of the car parking to ensure that only those eligible to make use of the facilities, including preventing parking by non-residents.
- Enforce appropriate use of the car parking such that it remains accessible to all eligible users and the servicing areas remain free of obstruction for the passage of vehicles.

1.5.2 Following this introduction, the remainder of the report is laid out as follows:

- **Section 2 – The Development** discusses the development proposals and details of the parking provision.
- **Section 3 – Management plan measures** considers the management of spaces, including how they are allocated, monitored and enforced.
- **Section 4 – Ongoing update and Revision** – discusses how the CPMP will be updated in the future.

2 The Development

2.1 Accommodation Schedule

- 2.1.1 **Table 2.1** shows the Proposed Development for Phases 1b and 2 in greater detail, consisting of the construction of 464 residential dwelling and the provision of 99.3sqm of non-residential floorspace (Use Class E/F1/F2).

Table 2.1 Development Proposals

Phase	Block	No Units	Commercial (GIA)
Phase 1b	E	14	
	F	113	
	G	67	99.3sqm
Phase 2	H	156	
	J	114	
Total		464	99.3sqm

2.2 Site Access and Car Parking

- 2.2.1 The wider development is served by two priority junctions with St Ann's Road. These are linked with a two-way road that acts as the main spine route around the site and serves as the main access route to phase 1b and 2. The western vehicular access will be open for residents during Phase 1a. The eastern vehicular access will open in Phase 3. Other routes within the site are secondary to this and are intended to provide frontage access for refuse collection and servicing. The internal site road network is intended to remain private and will not be put up for adoption.
- 2.2.2 All parking is provided on-street parallel with the carriageways. Standard spaces are 2m by 6m long. Parking spaces for those with disabilities are the same width but increased in length to 6.6m. This was agreed as part of the original hybrid consent for the site and is in line with what is permitted for on-street parking bays under the Traffic Signs Regulations and General Directions 2016. As all spaces have a footway adjacent with the carriageway and traffic flows within the site are anticipated to be very low, it is assumed that the footway and carriageway will be suitable for wheelchair access. Further information on this is provided within the TA that supports the planning application.
- 2.2.3 Car parking within the development will be entirely on street with 3% intended to be accessible from the start and 2% convertible in the future. This has been agreed with TfL and LBH and is an established principle in the hybrid consent.

2.3 Masterplan Layout

2.3.1 **Figure 2.1** shows an extract of the site layout as agreed under the Hybrid planning permission. Phases 1b and 2 are shown within the area in green.

Figure 2.1 Parking layout



Source: Hybrid Planning Permission, DAS (Adams & Sutherland)

2.4 Phase 1b and 2 Car Parking Provision

2.4.1 **Table 2.2** shows the parking schedule for phases 1b and 2 .

Table 2.2 Phase 1b and 2 Parking Breakdown

Type of Parking	Number of Parking Spaces (Phases 1b and 2)	Affordable Allocation	Private Allocation
'Standard' Parking Spaces	33	13	20
Blue Badge Parking Spaces	15	10	5
Potential Future Blue Badge	10	7	3
Non-Resi Disabled Spaces	1	N/A	N/A
Car Club Spaces	0	N/A	N/A
Total	59	30	28

Errors due to rounding.

Electric Charging Points

- 2.4.2 Any parking provided will provide 20% Active Charging points, split proportionally between the different purposes and spaces and 80% passive charging points (EVCPs) will be provided in accordance with the London Plan.

Disabled Car Parking

- 2.4.3 As previously mentioned, 3% of the spaces will be accessible with an additional 2% that can be converted if demand justifies, providing a potential 5% provision of accessible parking spaces if needed. This level of disabled parking is considered to be appropriate, as Blue Badge uptake within LB Haringey is currently sitting at 2.9% of the population.

3 Management Plan Measures

3.1 Aims

3.1.1 The aim of the CPMP is to:

- Set out the approach for the allocation of spaces to occupiers of the site;
- Identify how the use of the car park will be enforced to ensure that only those eligible make use of the facilities, including preventing parking by non-site users and those not having spaces as part of their ownership / tenancy; and
- Show how the appropriate use of the car park will be enforced such that it remains accessible to all eligible users.

3.2 Parking Split Between Users

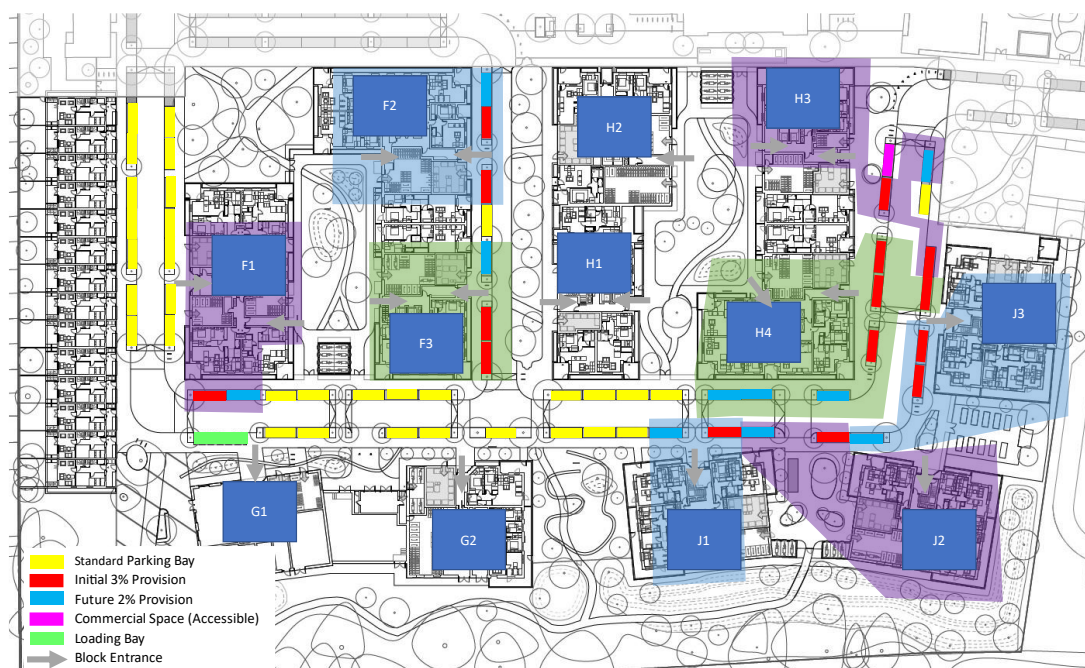
3.2.1 The proposals for Phases 1b and 2 are as follows:

- 1 disabled spaces will be solely for the non-residential uses on site;
- 10 disabled parking spaces will be for the affordable residential units;
- 20 parking spaces will be for the affordable residential units, with 7 of these available to be reassigned to disabled use if demand requires;
- 5 disabled parking spaces will be for the private residential units;
- 23 parking spaces will be for the private residential units, with 3 of these available to be reassigned to disabled use if demand required.

3.3 Phase 1b and 2 Parking Layout

3.3.1 For phases 1B and 2, **Figure 3.1** shows the indicative parking layout and how it is intended to allocate spaces for different purposes.

Figure 3.1 Phase 1b and 2 Parking Layout



3.3.2 As shown in **Figure 3.1**, 3% of disabled parking spaces are located within 50m of the entrance to blocks where wheelchair units will be, as are the 2% of spaces that can be converted to disabled use if required.

3.3.3 Electrical Vehicle Charging Points (EVCP) will be provided for all of the parking spaces with a total of 12 active and 47 passive EVCP's.

3.4 Allocation of Residential Spaces

3.4.1 In accordance with London Plan policy, there will be no freehold sales of any of the parking spaces on the site to residents, additionally, residents will not be allocated a specific parking space.

3.4.2 Occupants of the site who are blue badge holders will be allocated a permit to park that is specific to the disabled spaces provided on site.

3.4.3 For the affordable residential units, it is proposed to prioritise the allocation of parking spaces on the following basis, with reviews of the allocations taking place annually:

- First priority will be given to units with 3 bedrooms or more where a resident has a specific need for a vehicle to undertake their job;
- Second priority will be given to units with 3 bedrooms or more;
- Third priority will be given to units with 2 bedrooms or fewer where a resident has a specific need for a vehicle to undertake their job; and

- Fourth priority will be given to units with 2 bedrooms or fewer.
- 3.4.4 Private residential spaces will be allocated to blue badge holders in the first instance and then on a first come, first served basis.
- 3.4.5 All residents will be issued with a parking guide as part of their Welcome Pack. This will include information on the on-site parking rules. It is currently anticipated that either the on-site management team or a contracted car parking company will patrol the site regularly to check parking rules are being complied with.
- 3.4.6 Residents will not be permitted to apply for council parking permits to use parking allocated within the local CPZ's.

3.5 Enforcement

- 3.5.1 Certain activities within the car park will be seen to constitute a trigger for enforcement actions, including the following:
- Vehicles not authorised to park (in the first instance without an on-site parking permit displayed);
 - Vehicles not parked in a correct location;
 - Vehicles not parking within a demarcated space, but otherwise authorised; and
 - Vehicles parking inappropriately and liable to cause obstruction.

Vehicles without Displayed Parking Permits

- 3.5.2 In the event that a vehicle is parked in the area but is not displaying a valid permit, the parking contractor will, in the first instance, 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 normal procedure set out below.
- 3.5.3 In the event that a vehicle is not authorised to park, a fine will be issued. This will ensure that adequate space is made available for those who have a legitimate expectation to be able to park. A notification will be made to vehicle owners with a fee payable.

Vehicles Not Parked in Correct Space

- 3.5.4 Where a vehicle otherwise authorised to park in the development has not parked in the correct space, in the first instance a fine will be issued. In the event that the vehicle remains within the space for an extended period of time or the offence is repeated, further fines will be issued.
- 3.5.5 The resident in receipt of the fine will have the option to appeal against the issue and the case will be judged against the prevailing conditions. For instance, if the misuse of a space coincided with an enforcement action against an unauthorised parked vehicle, leading to a deficiency of appropriate spaces for the authorised resident, the fine may be retracted.

Authorised Vehicles Parked Outside of Demarcated Spaces

3.5.6 Where vehicles display a valid permit are parking informally, outside of demarcated spaces, the procedure set out above will be pursued. However, if the location of a vehicle would prejudice any of the following, removal procedure will be enacted:

- Other parking spaces are wholly obstructed;
- The access is obstructed such that safe access could no longer continue; and
- Access by service vehicles could not be completed in a safe and suitable manner, including allowing turning on the site that avoids the need to reverse to or from the highway.

3.5.7 Photographic evidence of the offence as committed will be collected prior to removal.

Inappropriate Parking

3.5.8 All vehicles will be required to park entirely within the defined car parking spaces.

3.5.9 In the first instance, 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 other users of the site, most noticeably service vehicles, or where the action constitutes a repeat or sustained occurrence, immediate removal procedures will be enforced.

3.5.10 In the event that no immediate impediment to access will result, a fine to the vehicle will be issued.

Monitoring of Enforcement Action

3.5.11 Throughout the life of the development, the enforcement activity will be monitored to ensure that it is conducted in accordance with the agreed approach.

4 Ongoing Update and Revision

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 development and the prevailing conditions in terms of car ownership and travel patterns.
- 4.1.2 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, the operators of the site and the wider users of the highway network.

4.2 Integration with Travel Plan

- 4.2.1 This Plan will operate in parallel to a Residential Travel Plan to be implemented at the development. This provides a valuable framework for monitoring the CPMP, particularly those aspects which relate to stakeholder responses.
- 4.2.2 It is therefore envisaged that the Travel Plan monitoring process, which is likely to include periodic surveys of the travel behaviour of residents, will include categories to determine the suitability of the management of the car parking.
- 4.2.3 Residential Travel Plan measures will enable and encourage residents to reduce car usage whilst maintaining access to a car at appropriate times when walking, cycling or public transport may not be appropriate.

4.3 Review of Allocation Process

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

4.4 Monitoring of Enforcement

- 4.4.1 Throughout the life of the development, the developer or its appointed representative will continue to monitor the enforcement activities carried out by the management or subcontractor in order to ensure that it is conducted in accordance with the regulations.