

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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Primary Author	Tom Ponting	Initialed:	TP
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Contributor	Alex Painting	Initialed:	AP
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Review by	Andy Miles	Initialed:	AM
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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 Ardmere 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.

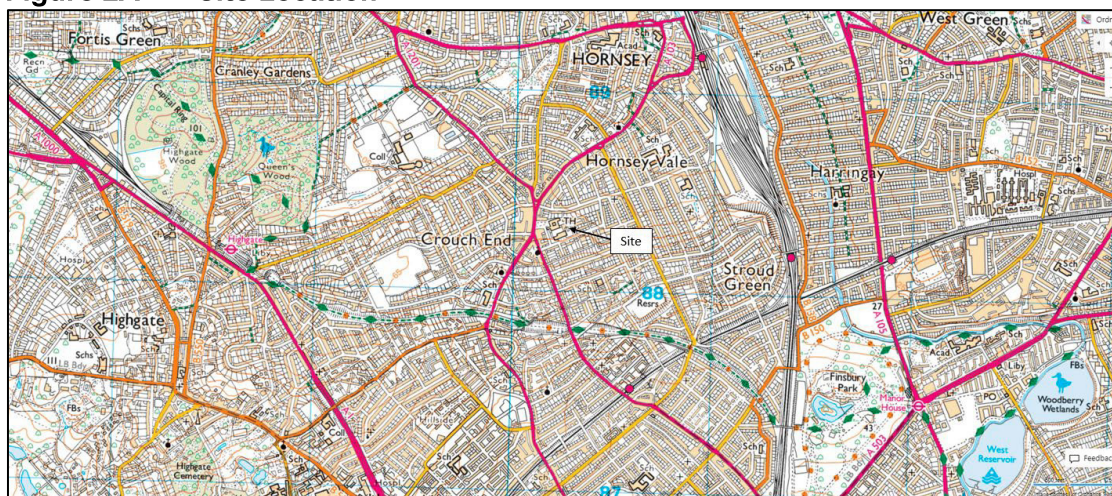
- 1.3 The key aims of the PMP are as follows:

- 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 49 car parking spaces, split as 27 standard bays and 22 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

Bay No.	Residential Accessible	Visitor Accessible	Sold Accessible	Notes
23				
24				Sold to Accessible Unit AS24
25				
26				Sold to Standard Marker Unit AS17 - Disabled Purchaser
27				
28				
29				
30				
31				Sold to Standard Marker Unit AN32 - Disabled Purchaser
34				Sold to Accessible Unit AS04
37				
38				Sold to Standard Marker Unit B62
39				
40				
41				
42				
43				
44				
45				
46				
47				
48				
Total	14	3	5	Total 22

Date: 11/01/24 Rev 4

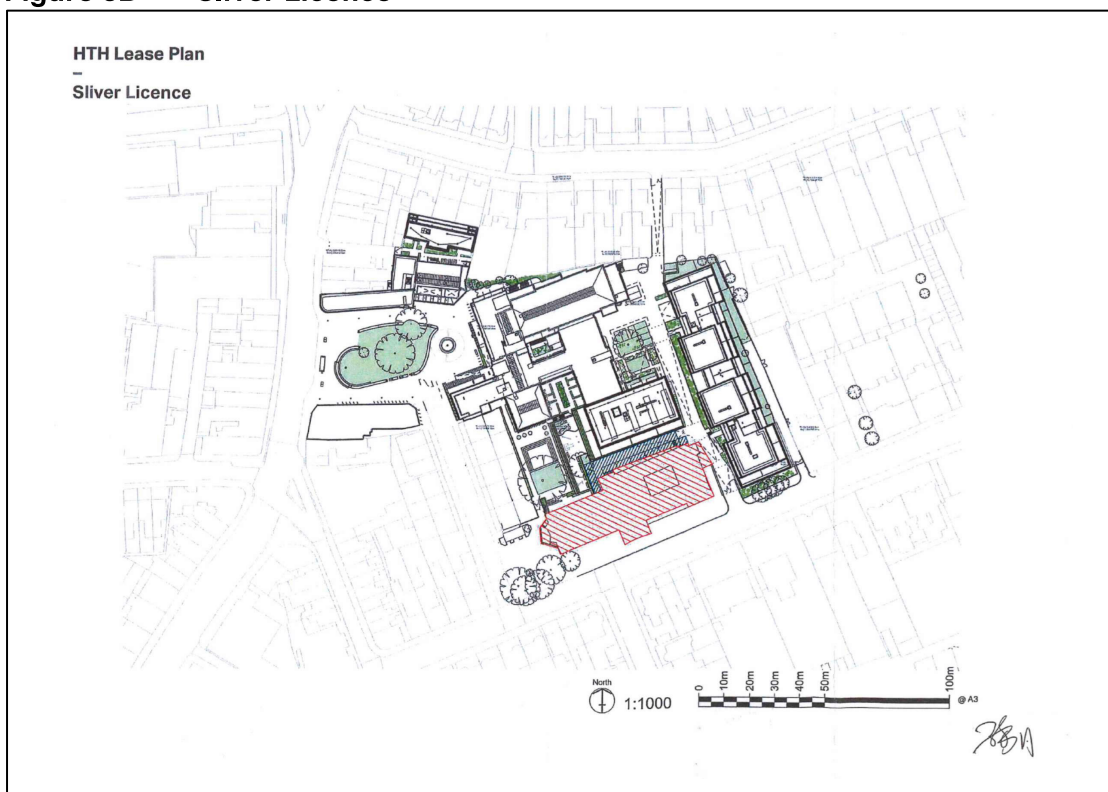
- Sold Bays
- Sold Accessible Bays with Accessible Units
- Available Residential Accessible Bays
- Visitor Accessible Bay



- 3.2 As demonstrated in Figure 3A, five accessible bays have already been sold. Two to accessible plots (24 & 34) and three to standard market units (26, 31 and 38) on a 125-year lease basis. Haringey Council has stated that accessible bays should be offered on short-term leases for greater flexibility, as opposed to the 125-year arrangement. It has, therefore, been agreed that all remaining accessible residential spaces will be offered for a maximum term of 3 years.
- 3.3 Three of the accessible bays, 46, 47, and 48 at the north boundary, are to be used for visitors for both commercial and residential spaces. Further detailed in section 3.10, 3.11 and 4.5 of the report.

- 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, the Blue Badge Space will be deallocated as blue badges 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 bad and seek a blue badge space. This will be done through extending the leases when up for renewal.
- 3.5 In order to compensate for the five accessible spaces that have already been sold. Five commercial standard bays have been converted to accessible bays (41-45), these are available for lease to residential blue badge holders if the remaining 9 residential bays arent available. This allows for a total of 14 accessible spaces available on short term leases to residences in addition to the five sold. Should a blue holder resident lease one of these spaces, they will have the ability to extend their lease in the same parking space while occupying a flat in the development.
- 3.6 The land of the five bays (41-45) is referred to as being under Silver Licences in Figure 3.A. This land is currently under a land lease agreement, as noted by John Conoley (FEC) in correspondence via email to Haringey on 23/02/22. The land on which these five bays sit is owned by Haringey, and permission has been granted to build the parking in accordance with the planning consent and variation of the bays to accessible bays through a work license. This license was agreed between LBH and FEC on 2nd May 2018 until the completion of the permitted works and is referred to as the Silver Licence. The licensed area of land is shown shaded in blue within Figure 3.B. The principle of using the parking by the development has been accepted by Haringey in conjunction with FEC commencing a legal contract. The land around the parking bay is owned by FEC, and only they have access to this area. Therefore, there is seen to be no risk that these areas will not be part of the wider estate and should be considered as such.
- 3.7 Accessible bays have been held in reserve to ensure that there are sufficient spaces remaining to allocate to residents with mobility difficulties.
- 3.8 Accessible bays have undertaken swept paths where the analysis where the bays do not meet standard guidelines for parking space setting out to confirm they are adequate for use.

Figure 3B Sliver Licence



Works license agreed between The Mayor and Burgesses of the London Brough of Haringey and Crouch End (FEC) Limited. Dated 2nd May 2018 until the completion of Permitted Works. The licensed area highlighted in blue

- 3.9 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).”

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

Commercial & Community Element

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 in Section 3.3, there will be three general shared-use (residential and commercial) visitor car parking spaces at the north boundary of the site for those with mobility difficulties. Spaces 46-48.
- 3.12 The three spaces (46-48) can be booked in advance by contacting the Estate Management team on-site, who will manage the booking process. The parking bays will be available to book on a first-come, first-served basis to those with mobility difficulties, with contact details available through the Estate Manager's online portal. The parking bays will be available between the standard working hours of 9 am to 6 pm and can be booked in two-hour slots, with a total maximum of 6 hours booked consecutively in a 24-hour period.
- 3.13 An additional three spaces are to be provided temporarily (i.e., for drop-off and collection only) and made available within the forecourt area via Hartherley Gardens. These spaces will be strictly controlled for those with mobility difficulties accessing the community element of the site. As with spaces (46-48), this will be managed through the Estate Management team and provided on a first-come, first-served basis.

Electric Vehicle Charging Points (EVCPs)

- 3.14 There would be a total of 9 active EVCP's allocated to the residential parking spaces across the underground and surface car parks.
- 3.15 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.
- 3.16 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.