

19-37 Highgate Road

Technical Note – On-street Parking Strategy

Project Number:	23061
Doc Number:	TN01
Prepared for:	GM London

2 March 2023

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
	Final	AKS	AKS	AKS	AKS	2/3/23

1. Introduction

Preamble

- 1.1 In April 2022, GM London (the Applicant), submitted an application (2022/1603/P) to the London Borough of Camden (LBC) to vary planning conditions associated with an earlier planning approval at a site, 'The Greenwood Centre, Greenwood Place & Highgate Day Centre, 19-37 Highgate Road London.'
- 1.2 The application related solely to The Greenwood Centre and would allow the Applicant to deliver an amended development proposal, with changes including the net additional residential units, installation of substation at ground floor, reconfiguration of internal layout, elevational changes, material changes and associated plant, landscaping, servicing, cycle and refuse storage alterations.
- 1.3 The original application for the site proposed the introduction of two blue badge parking spaces within a new parking laybay on Greenwood Place, accommodated within the existing footway. The development building footprint was offset from the site boundary in this location, in order to allow for a replacement footway to be delivered to the rear of the parking bay.
- 1.4 The current proposals retained this arrangement, with the proposed ground floor layout reproduced below at **Figure 1.1**.







- 1.5 The application was approved March 2023.
- 1.6 Subsequent to this approval, the Applicant has engaged with suppliers for the substation. They have raised concerns that the proposed blue badge parking arrangement will preclude access to the substation.
- 1.7 It is therefore necessary to revise the proposed blue badge parking designs, which is the subject of this Technical Note (TN01).

2. Blue Badge Relocation Options

Relocation North

- 2.1 Consideration has been given to moving the two blue badge bays north, toward Highgate Road, providing clear passage to the substation.
- 2.2 Blue badge parking bays must however be a minimum of 6.6m long. The substation access is 13m from the back of the Highgate Road footway. There is, therefore, insufficient length to accommodate the two blue badge spaces without encroaching into the Highgate Road footway, which will not be acceptable.

Reallocation of Greenwood Place Parking

- 2.3 Under the existing conditions, Greenwood Place accommodates a 4m long motorcycle parking bay, offset 9.7m from the Highgate Road kerbline, followed by approximately 16m (kerb length) of controlled parking, which wraps around the existing curved section of Greenwood Place. The motorcycle parking bay is supported by 4 ground anchors.
- 2.4 This existing arrangement is reproduced at **Drawing 0002A**, with extract below at **Figure 2.1**.



Figure 2.1 Existing Arrangement



- 2.5 It is noted that, immediately south of the motorcycle parking bays, the curved kerb alignment, means a car (and anything larger) can not park within the parking bays without encroaching into the carriageway. There is, therefore, approximately 4m of kerb length which is effectively not providing parking capacity. The remaining kerb length is sufficient to accommodate 2-3 parked vehicles.
- 2.6 In order to accommodate the proposed blue badge parking spaces, an option to reallocate Greenwood Place parking has been considered, with a preferred option and alternative options presented for consideration by officers.

Preferred Option

- 2.7 The motorcycle parking (4m) and one blue badge space (6.6m) would total a kerb length requirement of 10.6m. There is sufficient kerb length to accommodate this from the substation access point, without encroaching into the Highgate Road footway.
- 2.8 The second blue badge parking space is then accommodated on the western kerbline, replacing the motorcycle parking and extending south, to a point where a car can actually park without encroaching into the carriageway.
- 2.9 The remaining western kerb length is then sufficient to continue to accommodate 2-3 parked vehicles, so no loss in effective capacity.
- 2.10 This preferred option is indicated on Drawing **0002A**, with extract below at **Figure 2.2**.







Alternative Option 1

- 2.11 An alternative option 1 has been prepared, where only a single blue badge parking space is accommodated adjacent the site frontage.
- 2.12 The second blue badge parking space is accommodated on the western kerbline, with the motorcycle bay relocated within the curved section of kerb, which motorcycles are more readily able to park in.
- 2.13 The remaining effective western kerb length is 11m, sufficient to accommodate 2 parked vehicles.
- 2.14 This is indicated on Drawing **0002B**, with extract below at Figure 2.3



Figure 2.3 Alternate Option 1



Alternative Option 2

- 2.15 The alternative option 2 is for the scheme to be supported by just one blue badge parking space on the basis that the provision of 1.4 spaces would comply with the minimum London Plan requirement of spaces provided for 3% of residential units from the outset and there is existing provision of three more bays further south on Greenwood Place, meaning demand is likely to be accommodated via the provision of just one space.
- 2.16 This is indicated on Drawing **0002C**, with extract below at **Figure 2.4**.



Figure 2.4 Alternate Option 2

3. Summary

- 3.1 In summary, this Technical Note has presented a preferred and alternative options for blue badge parking in order to respond to substation access requirements.
- 3.2 The preferred option does not result in any material loss in kerb length for parking, whilst maintaining motorcycle parking capacity and achieving the requirement for two blue badge bays.



Drawings

0002A – Preferred Option

0002B – Alternative Option 1

0002C – Alternative Option 2





