79 FITZJOHN'S AVENUE

Car Park Management Plan

Introduction

1. This Car Park Management Plan (CPMP) has been prepared by Caneparo Associates on behalf of the 'Developer' PegasusLife Development Ltd for the development at 79 Fitzjohn's Avenue, in the London Borough of Camden (LBC).

2. The CPMP addresses the issues pertaining to the operation and management of the on-site car park associated with the development.

3. The development comprises an extra care facility including 33 residential units and communal facilities including a dining facilities, activity rooms and communal spaces.

Parking Provision

4. The development will include 33 parking spaces at basement level which will be accessed via a car port / lift which will be set back within the site, with access from Prince Arthur Road. The car park will operate a stacker system to maximise use of space.

5. In total, 20% of the spaces will be for electric vehicles and an additional 20% will be fitted with passive provision for electric vehicles for the future.

6. The proposals also include the provision of 33 cycle parking spaces for residents and a further 4 spaces for visitors and employees. Access to the basement cycle parking facilities will be via lifts contained within the building.

7. In terms of vehicular access, the existing south western access would be redundant as a result of the proposed development and the Applicant will work with the Council to remove this crossover, with the works being secured via a S278 Agreement.

8. The location of the car entry to the car port may result in the requirement to redistribute on-street car parking spaces on Prince Arthur Road. The Applicant accepts full financial responsibility for all costs associated with the potential on-street parking space relocation process.

Management

9. The parking spaces will be sold/allocated on a first come first served basis and be solely for use by residents of the private residential units. The car parking spaces will be maintained for the life of the development.

10. Only residents of the residential units will have access to the parking area.

11. To prevent unauthorised parking and also to provide additional security, access to the car port/ lift will be operated by a key fob system and will be managed by a porter. When accessing the car park, a fob will be used to open the doors to the lift.

12. Entrance and exit of the car park will be overseen by a porter or member of the management team. The porter will open the car lift using a fob and the resident will drive their vehicle into the car lift and then exit the vehicle. Once the driver has exited the lift, the doors will close and an automated system will then allocate the car an available parking space and manoeuvre it into the space via a conveyor belt system.

13. When a resident wishes to retrieve their car, it will be 'called' by an automated system, using its registration number, or the parking space number which will be given at the time it is parked. The car will then be brought up in the car lift, and positioned so that the resident can drive out.

14. Vehicle trips associated with the residential development are expected to be relatively low. Furthermore, parking surveys undertaken at a comparable site demonstrates that the cars parked are unlikely to be heavily used on a daily basis. Instead the vehicles are likely to be used for longer distance trips to perhaps meet friends and family and these trips are unlikely to occur on a regular basis.

15. Owing to the way in which a car stacker operates, with a time delay between requesting and actually receiving the vehicle, short distance trips, such as to the local supermarket or restaurant would be inconvenienced by the need to access cars from the car stacker. Instead it is highly likely that residents on short distance trips will instead choose to walk or catch public transport rather than having to use the car stacker.

16. It is therefore not anticipated that there would be large numbers of residents accessing the car park on a daily basis and as such, there would be unlikely to be a backlog of traffic wishing to access the car park at any one time. If there are several requests to access the car park at one time, it is envisaged that this could be managed by the porter or member of the management team on duty.

Marketing

17. The car parking arrangement will be explained to residents as part of the site marketing. Permits to park within the car park will only be allocated to residents who can demonstrate their vehicles have current insurance and have been registered with the DVLA at the site to a named occupant.

Monitoring

18. The monitoring of the car park access will be the responsibility of the site management. The installation of camera (CCTV) monitoring will provide the ability to view and record all activity associated with the car park access point.

19. Each permit holder will be required to complete a form detailing the make, model, registration and colour of their vehicle, together with contact information. Site management will issue the form to each new resident as they move into their new home or if there are changes of tenancy or ownership. Once the application form has been completed, site management will issue a Permit. The conditions for use of the car park, including the monitoring and recording of displayed Permits, will be detailed on the form and will explain the requirement to display the permit at all times.

Review

20. The content of this CPMP will be reviewed on an annual basis by the building management to provide an opportunity to suggest and incorporate any amendments. Any proposed amendments will be submitted to the Council as part of a revised CPMP for approval prior to implementation.