

Agar Grove, Camden

Car Parking Management Plan

Response to Conditions 55 of FPA (2013/8088/P)

On behalf of **London Borough of Camden**



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Report Title: Car Park Management Plan – Response to Condition 55 of FPA

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	Name	Position	Signature	Date
Prepared by:	Stephanie Yu	Transport Planner	<i>Stephanie Yu</i>	February 2018
Reviewed by:	Manu Dwivedi	Senior Associate	<i>Manu Dwivedi</i>	February 2018
Approved by:	Robert Parker	Director of Transport Planning	<i>Robert Parker</i>	February 2018
For and on behalf of Peter Brett Associates LLP				

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1 Introduction

1.1 Background

- 1.1.1 Peter Brett Associates LLP (PBA) has been commissioned by the London Borough of Camden Regeneration (the Applicant) to prepare the Car Parking Management Plan (CPMP) to discharge Condition 55 of the permitted application (ref: 2013/8088/P) for the redevelopment of Agar Grove Estate in the London Borough of Camden (LBC).
- 1.1.2 Conditions 55 of the Full Planning Application (FPA) relates to the provision of a Car Parking Management Plan (CPMP) to be submitted prior to occupation of all phases. The details of the condition are presented in subsequent sections of this chapter.
- 1.1.3 This report presents a detailed CPMP for the Estate. This CPMP should be read in conjunction with the submitted Transport Assessment and the Travel Plan submitted in 2018.

1.2 Planning History

- 1.2.1 The FPA of the redevelopment of Agar Grove, which encompasses six phases of construction, was submitted in December 2013 and was granted permission in August 2014. Condition 55 of the FPA requests a CPMP to be prepared prior to first occupation of each phase.
- 1.2.2 Condition 55 of the Decision letter states that:

“Before the relevant phase (a) phase 1; b) phase 2; c) phase 3; d) phase 4; e) phase 5; f) phase 6) of the development is first occupied, a Car Parking Management Plan, shall be submitted to and approved in writing by the Local Planning Authority. It shall also contain mechanisms for monitoring, review and further approval by the local planning authority from time to time. The management plan should include details of the management of blue badge bays, electric bays and detail a mechanism for managing how the overall number of on-site car parking spaces would be reduced over time as existing residents move away from Agar Grove in time. No car parking at the site shall take place other than in accordance with the Car Parking Management Plan so approved.”
- 1.2.3 PBA submitted a TA in December 2013 as part of the application. The TA included proposal of parking provision and an outline parking strategy.
- 1.2.4 This CPMP provides more details of the car parking proposal and management for the Estate, and addresses the requests set out in the Condition in order to discharge Condition 55.

1.3 Site Location and Existing Parking Provision

- 1.3.1 The full address of the site is Agar Grove Estate, Agar Grove, Camden, London. The site is located to the north east of the Grand Union canal and approximately 1.5km north of St Pancras International Station. The location of the site is shown in Figure 1.1.
- 1.3.2 The site is located to the south of Agar Grove, to the west of Camley Street and to the east of Agar Place and Wrotham Road. The site boundary is shown in Figure 1.2; it is bounded to the south by railway lines. To the west it is bounded by residential units, to the north by Agar Grove and to the east by industrial units on Camley Street.
- 1.3.3 There are currently 249 residential units with 80 parking spaces within the red line boundary.

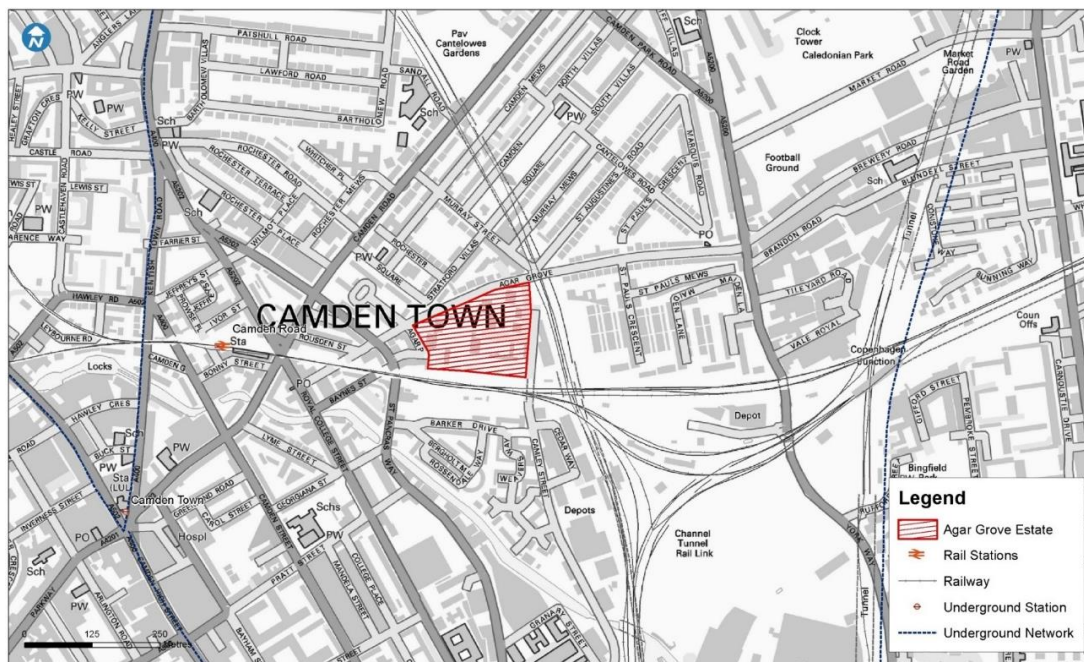


Figure 1.1: Site Location

- 1.3.4 Agar Grove Estate currently lies within Controlled Parking Zone (CPZ) 'CAN'. Parking in this zone is restricted to residents with parking permits only during the hours of 08:30 and 18:30 from Monday to Friday. The extent of the CPZ is shown in Figure 1.2.
- 1.3.5 Agar Grove has 25 parking spaces for Residential Permit Holders between St Pancras Way and Murray Street. There are also six pay and display parking bays on Agar Grove outside of the Ashmore block. Agar Place has four bays for Residential Permit Holders and Wrotham Road has six. On Agar Grove and Agar Place there is permit holder parking, there are also six pay and display bays on Agar Grove outside the Ashmore block. The detailed analysis can be referred to in the submitted TA.

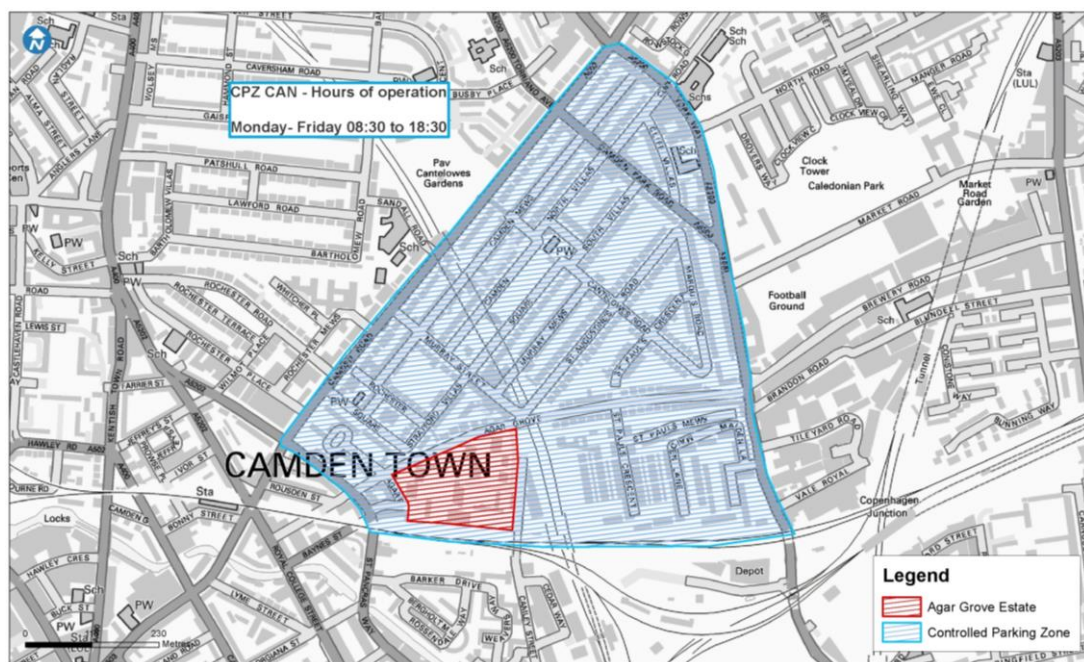


Figure 1.2: Controlled Parking Zone – CAN

1.4 Development Proposals

1.4.1 The development proposal comprises of,

“Demolition of all existing buildings and structures except Lulworth House and Agar Children's Centre (249 existing Class C3 residential units and 2 retail units), and erection of new buildings ranging between 4 and 18 storeys in height along with the refurbishment and extension of Lulworth House (extending from 18 to 20 storeys in total) to provide a total of 493 Class C3 residential units, comprising 240 market, 37 intermediate and 216 social rent units; a community facility (Class D1); 2 retail units (Class A1 / A3); business space (Class B1(a)); refuse and recycling facilities; car and cycle parking facilities; landscaping / amenity space; and associated works.”

1.4.2 To date, Broadstone House has been demolished and Phase 1 (Block A) completes in April 2018. That would provide a total of 38 units until the completion of the next phase. Works on Blocks F, H and G of Phase 2 commence in mid-2018 and are due to complete in mid-2020.

1.4.3 As detailed in the TA, only the existing spaces used by the existing residents will be re-provided, including two Blue Badge permits. Further, the scheme also provides two disabled spaces and two car club bays. The total car parking provision in the new scheme is 55 spaces.

1.4.4 The proposed site layout is presented in Figure 1.3.



Figure 1.3: Proposed Site Layout

Proposed Cycle Parking Provision

1.4.5 The proposed cycle parking will be provided in accordance with London Plan - Early Minor Alterations (2013) – which stipulated one cycle parking space for one-bed and two-bed units and two cycle parking spaces for three or more bedroom units.

- 1.4.6 The scheme will provide a total of 574 cycle parking spaces for the residents, to be provided in secure and covered cycle storage. The cycle stores for each residential plots are to be provided in their entirety prior to first occupation of each plot. Ten further cycle parking spaces will be provided for the commercial and retail units. Visitors cycle parking will be provided in publicly accessible and visible locations around the Estate.
- 1.4.7 The location of cycle parking spaces is shown in Figure 1.4.

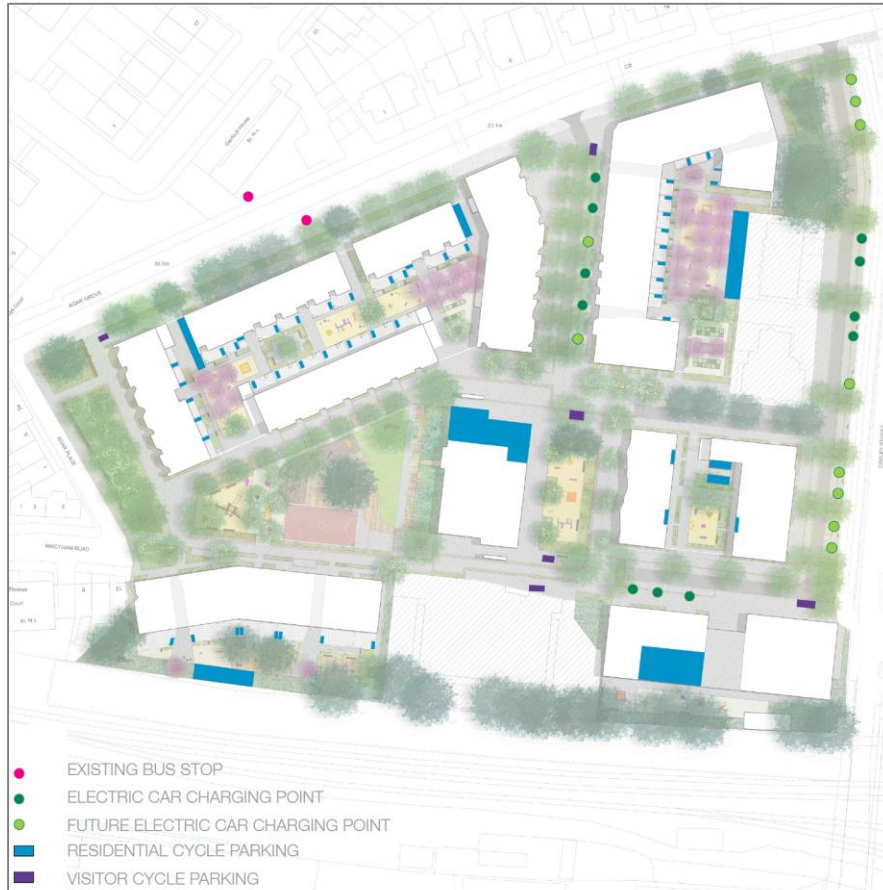


Figure 1.4: Location of Cycle Parking Provision

1.5 Structure of the Report

- 1.5.1 This chapter forms the introduction to the report setting out the scope and purpose of the CPMP. The structure of the report is set out as follows:
- Chapter 2 presents the car parking proposals for the Estate, including changes to the estate roads.
 - Chapter 3 details the site-wide car parking management plan.
 - Chapter 4 concludes this report.

2 Site-wide Car Parking Proposals

2.1 Introduction

- 2.1.1 This chapter presents an estate-wide car parking proposals for the entire site of Agar Grove, including the proposed arrangements to the estate roads.

2.2 Proposed Road Arrangements

- 2.2.1 Chapter 3 of the submitted TA discusses the details of the proposed access and estate roads arrangements. The approved scheme will introduce a one-way arrangement within the site. The retained access adjacent to Camley Street will be converted to one-way southbound only.
- 2.2.2 A new access (Lulworth Avenue) will be created from Agar Grove and will serve as a one-way exit only for the site.
- 2.2.3 The internal street network will operate as a one-way arrangement providing carriageways with width of 3.7m, with pedestrian and cyclists priority. The internal road network surrounding the Lulworth building is designed as a shared surface and will have pedestrian and cycle priority at all times (refer to Figure 2.1).



Figure 2.1: Proposed Circulation

2.2.4 The proposed access arrangements are shown in Figure 2.2.

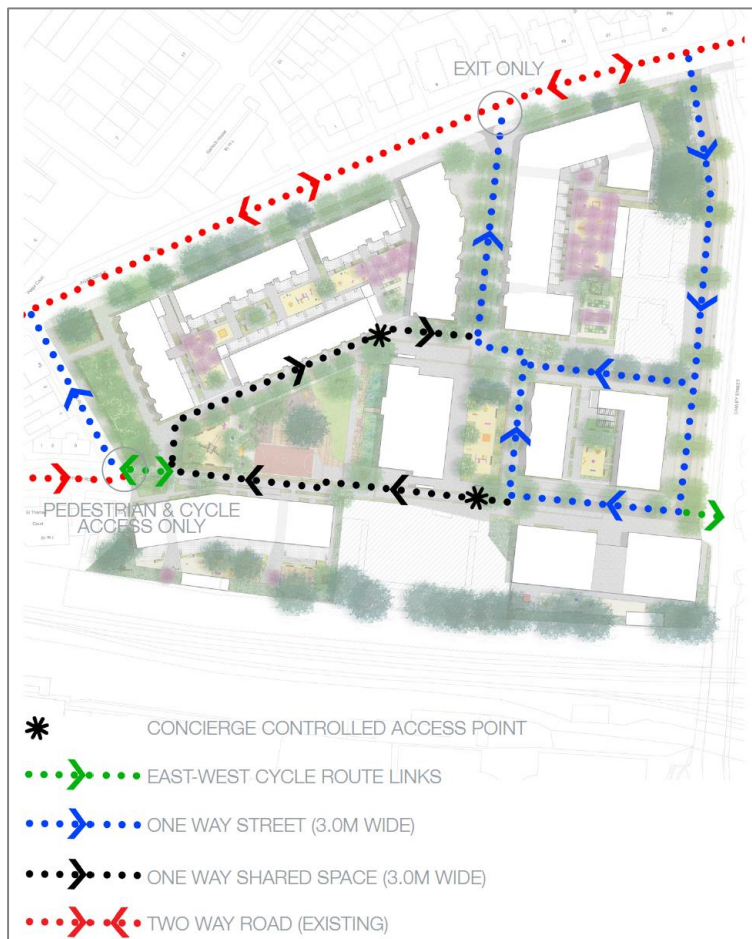


Figure 2.2: Proposed Access Arrangements

2.3 Proposed Car Parking Provision

- 2.3.1 No car parking or on-street parking permits will be provided to the new residents in the future. Two of the re-provided spaces will be for disabled users as two permit holders currently have Blue Badge permits. In addition to these, two additional disabled spaces are provided for any new disabled users to the Estate. Two car club bays were also included within the new scheme. This gives a total parking provision of 55 parking spaces, of which four will be disabled parking spaces.
- 2.3.2 All of the parking spaces can be used as disabled friendly spaces and could provide disabled parking for future use. The Blue Badge spaces will be located within recommended walking distance from the unit. Any disabled visitors will be advised to make alternative arrangements to the site.
- 2.3.3 At the time of consent, the adopted London Plan (2013) was consulted which required 20% of all parking spaces to be provided with electric vehicle charging points, with a further 20% as passive provision to be provided in future should this demand increase. Accordingly, 11 spaces will be provided with electric vehicle charging points with potential to increase to 22 in future. These spaces are distributed throughout the site, as shown in Figure 2.3.
- 2.3.4 Two car club bays were proposed to be provided at the junction between new access road and Agar Grove, for the use by the new Agar Grove residents as well as the wider community. However, LBC's study in 2014 suggested there are too many car clubs in the borough and a

low number of car club membership was observed. PBA suggested that the feasibility of car club bays will be discussed between the Travel Plan Coordinator (TPC) and LBC in the future within one month post occupation of the full development, as part of the Travel Plan monitoring. Following on from that, if required, the two proposed car club bays can be reassigned to provide disabled parking bays or cycle parking spaces.

Car Parking Layout

- 2.3.5 Parking spaces on Agar Grove are marked out as individual bays. A plan showing the location and types of car parking spaces for the entire site is presented in Figure 2.3. This plan also details the location of the electric charging points.

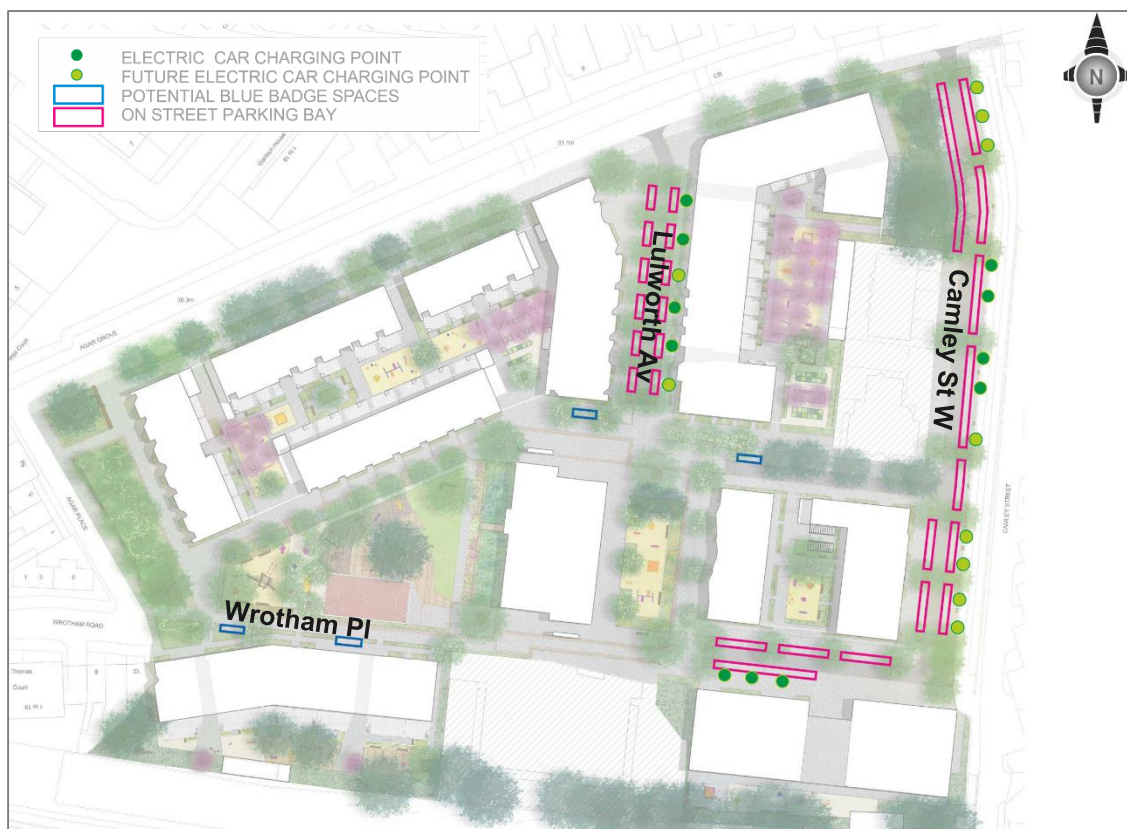


Figure 2.3: Proposed Car Parking Layout

- 2.3.6 Any existing standard bays will be capable in converting into disabled spaces as the scheme was proposed during a time when the previous Building Regulations Part M was applicable. Therefore, a bay with 6m in length could be converted to a disabled parking bay if letters were added to the carriageway.
- 2.3.7 The number of parking spaces by type for all residential phases is presented in Table 2.1.

Table 2.1: Parking Spaces by Type and by Plot

Plots	Units						Car Parking Provision		Car Club	Cycle Parking
	Studio / One-bed	Two-bed	Three-bed	Four-bed	Total	Of which WAU*	Standard Bays	Blue Badge		
A	12	8	12	6	38	3	0	2	-	56
B	48	57	0	0	105	0	4	0	-	105
CDE	8	14	8	4	34	0	6	0	-	46
F	0	0	7	7	14	0	0	0	-	28
G	17	6	0	0	23	2	0	0	-	23
H	0	0	12	8	20	0	0	0	-	40
I	22	15	1	0	38	3	12	1	2	39
JKL	33	31	8	1	73	7	0	1	-	82
Lulworth	72	69	7	0	148	15	29	0	-	155
Total	212	200	55	26	493	30	51	4	2	574

*WAU = wheelchair accessible units

3 Car Parking Management

3.1 Overview

- 3.1.1 This chapter details the management plan for the car parking spaces. This includes discussion on the phasing strategy in relation to parking, proposed parking controls on the spaces, management details of the blue badge bays and electric bays, as well as mechanism for monitoring, reviews and subsequent approvals from LBC.

3.2 Phasing Management

- 3.2.1 There are six construction phases for the redevelopment of the Estate. All of the 80 existing parking spaces will be removed, to be replaced by 55 new parking spaces. Table 3.1 shows the change in overall parking provision across the Estate during the construction phases due to the construction and demolition works.
- 3.2.2 During the construction and demolition period, some of the existing residents will be re-housed off site. They are likely to bring their vehicles with them to the new site. The demand for parking will be less than 55 spaces for the temporary period. Existing residents can use any available parking spaces within the Estate during the construction period. Any empty space that is not undergoing construction / demolition works within the Estate can be assigned for the use of temporary parking.

Table 3.1: Change in Parking by Phase

Phase	Plots	Parking by Phase		
		Removal	Addition	Available Spaces across Estate
1	A	-39	+2	43
2	G, H, F	-6	0	37
3	JKL	-3	+1	35
4	I, B	-7	+17	45
5	CDE	-25	+6	26
6	Lulworth	0	+29	55
Total		-80	+55	-

- 3.2.3 All returning residents with residential permits will be allocated a parking space in the Estate.

3.3 Proposed Parking Controls

- 3.3.1 The controls for the parking spaces in the internal roads would be permit restricted similar to other Camden's estates. These spaces are to be managed and controlled by LBC's Estate Parking team.
- 3.3.2 No permits will be given to the new residents. Only the returning residents will be entitled to retain their parking permit at the new development. Camden's Northgate housing system will be updated to show which addresses are car free and which are for returning residents.
- 3.3.3 There is one servicing layby at the southern end of Lulworth Avenue. The service bay provides servicing / delivery access for the residential blocks without the need to access the controlled-access shared space area, as well as for the new retail unit at the Agar Grove / Lulworth Avenue junction. This bay is for loading only and will be subject to time restrictions. This will be managed through signage.

3.4 Enforcement Regime

- 3.4.1 Prospective homeowners / tenants will be notified and through the agreed lease agreement, that, they shall not be entitled to a parking permit to park within the Estate, with the exception of Blue Badge permit users.
- 3.4.2 As the parking spaces are located on estate roads, enforcement of these spaces will be the responsibility of the Council's Estate Parking team.

3.5 Management of Blue Badge Parking / Disabled Spaces

- 3.5.1 The submitted TA analysed the current parking permit information and concluded that there are only two Blue Badge parking permits that were in use at the time of the application. This proposed design therefore only provides two Blue Badge spaces for these two permits. In addition, two Blue Badge bays are provided for the new wheelchair accessible units. There is a total of four disabled parking spaces allocated across the development site. The proposed number and location of disabled parking provision for each phase is also presented in Table 2.1 and Figure 2.3.
- 3.5.2 Prospective homeowners / tenants will be notified that there are only two Blue Badge bays available for new units in the lease agreement. A monitoring mechanism will be put in place to manage the uptake of disabled spaces as there are only two spaces to be shared amongst the new wheelchair accessible units. The leasing agents will specify any resident's needs for disabled spaces prior to lease agreement. This information will be passed onto the TPC and the Estate Parking team. If the surveys show a demand for more Blue Badge spaces, standard car parking spaces will have to be converted to the disabled spaces. If the two Blue Badge bays are not used by the returning residents, these two permits can potentially be transferred to the new wheelchair accessible units.

3.6 Management of Electric Bays

- 3.6.1 In accordance with London Plan (2013) at the time of design, 11 spaces will be provided with electric vehicle charging points at the outset with potential to increase provision to 22 in the future, if demand arises. These points are distributed across the site, and are presented in Figure 2.3.
- 3.6.2 The Applicant will commission a charging point operator to install the charging points around the Estate in line with Figure 2.3.
- 3.6.3 These charging points can be centrally monitored as they are all linked to a computer platform where the TPC will also have access to, for the purpose of monitoring and management. Dependent on the operator, the management information system will display data on usage, charging activities across the Estate or a specific charging point. This dataset allows the TPC to understand the demand of the charging points and decide, in liaison with LBC, on the need to convert the passive charging bays into active bays; or removal of the charging points if the utilisation is deemed low. This can be intervened by a change in fee charging regime.
- 3.6.4 As part of management, the TPC can also decide on the power rating of the chargers. It is most likely that residents will charge overnight at the bay and therefore chargers with the lowest power rating are most suitable for this purpose. Subject to monitoring of residents' charging time and usage profile, the TPC can explore the need to purchase chargers with higher power rating.
- 3.6.5 However, it should be noted that, LBC intend to gradually phase out all the parking spaces (to be discussed in Section 3.7). Any changes to the charging points (including the need to convert passive charging points into active charging bays or provide additional charging points) will require careful consideration to avoid mismatch in resources.

3.7 Monitoring of Overall Car Parking Number

- 3.7.1 LBC agreed to only re-provide the existing parking permits in the new development for the returning residents. These spaces will be phased out or converted to Blue Badge bays, or to be removed over time as no new tenants (except the disabled residents) will be eligible for parking. It is the aspiration of LBC that, eventually, all of the car parking spaces are to be phased out, with the exception of Blue Badge spaces.
- 3.7.2 . The TPC, working alongside the Estate Parking team, will keep track of the number of parking spaces and car ownership of the residents. This data allows the TPC to monitor the demand of the specific parking spaces. Following confirmation from the permit holders, the TPC can then liaise with the Council to implement appropriate measures to remove the parking spaces – to be repurposed into green space or cycle parking spaces. The TPC can also use these spaces to provide rental cargo bikes, as suggested in the Travel Plan.
- 3.7.3 The monitoring programme of the car parking demand is in line with the agreed timescales set out in the Travel Plan (refer to the submitted Travel Plan).

3.8 Maintenance Regime

- 3.8.1 The maintenance of furniture or apparatus such as lighting and markings for car parking will be the responsibility of LBC.
- 3.8.2 Any faulty furniture/ apparatus reported by security personnel or residents of the development will be reported to the Housing Repairs team as the first port of call, who will make appropriate arrangements for maintenance works.

3.9 Details of Frequency and Review Strategy

- 3.9.1 The TPC, with assistance from the Estate Parking team, will be responsible for monitoring the use of car parking spaces. Their tasks include undertaking regular monitoring surveys on the car parking spaces, working alongside the Estate Parking team to manage the parking provision, as well as being the first port of call should residents have any concerns/ feedback on car parking within the Estate.
- 3.9.2 The surveys will also form part of the Travel Plan monitoring at the agreed timescales (please refer to the submitted Travel Plan for timescale details). Funding is secured through the Planning Agreement (to be funded by the Applicant) which comprises review of revisions to the Travel Plan.

3.10 Summary

- 3.10.1 It is noted that no car parking at the site can take place other than in accordance with the Car Parking Management Plan once approved. This chapter presents a comprehensive management strategy that provides more details on the requested items set out in the Condition and should be considered satisfactory for approval.

4 Conclusion

- 4.1.1 This CPMP details the car parking management proposals for the Agar Grove site. The report is prepared to address Conditions 55 of the Full Application (Ref: 2013/8088/P).
- 4.1.2 Table 4.1 presents a summary table of the items requested in Condition 55 that were addressed in the report and the corresponding sections/ paragraphs.

Table 4.1: Summary Table of CPMP

No.	Items	Chapter / Section Addressed
1	"...mechanisms for monitoring, review and further approval by the local planning authority from time to time..."	Section 3.9
2	"...details of the management of blue badge bays..."	Section 3.5
3	"...details of the management of electric bays..."	Section 3.6
4	"...detail a mechanism for managing how the overall number of on-site car parking spaces would be reduced over time as existing residents move away from Agar Grove in time."	Section 3.7
5	"No car parking at the site shall take place other than in accordance with the Car Parking Management Plan so approved."	Section 3.10.1

- 4.1.3 As presented in Table 4.1, this report addresses the items set out in Conditions 55 in the Full Planning Applications. Therefore, this report should be considered sufficient to discharge the Condition mentioned above for the application 2013/8088/P.