Technical Note

12 / 14 Northington Street

Proposal for residential parking provision

Project Number: 19294-01
Doc Number: TN01
Prepared for: Mr S Barnett

28 October 2019

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
A	Draft for Comment	DT				

1. Introduction

1.1 This note has been prepared on behalf of Mr Spencer Barnett in order to support the proposals for two off street car parking spaces with associated electric charging provision to be located at 12 / 14 Northington Street, Camden, WC1N 2NW.

2. Context

2.1 Northington Street runs between Grays Inn Road (A5200) to the west and Great James Street to the east. In respect of traffic flow, Northington Street is divided into 3 distinct sections; its eastern section (up to its junction with John's Mews) is one-way in a westbound direction. The western section (between the Grays Inn Road and John Street) is one-way eastbound whilst the central section (between John Street and John's Mews) allows for two-way traffic flow. 12 -14 Northington Street is located within the central section.

2.2 The property falls within Controlled Parking Zone (CPZ) labelled *CA-D Kings Cross Area* where restrictions are in place Monday – Friday between the hours and 0830-18.30 and Saturday between the hours or 0830-13.30. No restrictions are in place on a Sunday.

2.3 On street parking spaces in the immediate area are limited. Parking spaces sufficient for approximately 5 vehicles are located opposite the property on Northington Street with the remaining kerbside restricted by yellow lining. The existing street layout in proximity to the address is shown in **Drawing 19294-01-100** appended to this report.

2.4 It is evident that the on-street parking narrows the effective width of Northington Street and does not allow two vehicles to pass each other. Parking stress within the CPZ is relatively high meaning that the residents of 12 / 14 Northington Street frequently have to drive around the local area in search of a parking opportunity. As well as leading to unnecessary congestion

and vehicle mileage, this leads to an increase in vehicle emissions which are a significant source of air pollution.

2.5 Electric vehicles produce no exhaust emissions and are therefore beneficial, compared to typical petrol/diesel vehicles, in terms of improving air quality. However, whilst the number of on street electric vehicle charging points is increasing in the Borough, no charging points are located adjacent to the address and only 3 on street bays are located within a 300m walk distance.

3. Proposal

3.1 The occupier wishes to operate electric vehicles and it is considered that the private area in front of the property would allow for one charging point to be provided for each property. The dimensions of the identified area are shown on the dimensional data site plan **Drawing 19294-01-002** appended to this report. Following legal verification, the applicant has confirmed that the identified area falls within private ownership and is not comprise a public right of way or form part of the adopted highway.

3.2 The proposals would require new dropped kerbs to be provided to facilitate access and the relocation of some existing street furniture. **Drawing 19294-01-101** demonstrates how this could be provided to safely accommodate vehicle movements.

3.3 The associated vehicle swept path analysis is shown on the associated swept path drawing demonstrating that the vehicles can arrive and depart in forward gear and would not require the removal of any of the current on street parking bays.

4. Accordance with Policy

Car free development

4.1 As a principle, it is noted that LB Camden seek to restrict the creation of standard car parking spaces through planning policy and require all new development to be car free. However, it is also acknowledged (Core Strategy policy CS11) that LB Camden are committed to reducing and mitigating the impact of transport-based emissions in the Borough and to do so are encouraging residents to drive electric vehicles as they are particularly suitable for driving in urban areas like Camden where short distances are typically covered.

4.2 Given that the occupiers of the existing property can currently park standard vehicles on street within the CPZ, it is considered that the provision of dedicated charging points for electric vehicles would both reduce the need for the occupier to traverse the local area seeking a parking space and allow the installation of rapid charging facilities. For this reason, it is considered that the proposals accord with Local Policy.

Implementation of a vehicle cross over

4.3 The council's approach to development and highways management is set out in policy DP21 of the Camden Development Policies which seeks to ensure that new connections to the highway network from developments do new cause harm.

4.4 Paragraph 19.6-19.9 of that document states that the borough will not approve applications or give highway consent that would cause unacceptable parking pressure or add to existing parking problems. It evident that the proposals would give rise to a benefit to overall parking pressure in the local area through the provision of off-street parking spaces and the consequent reduction in on street parking stress.

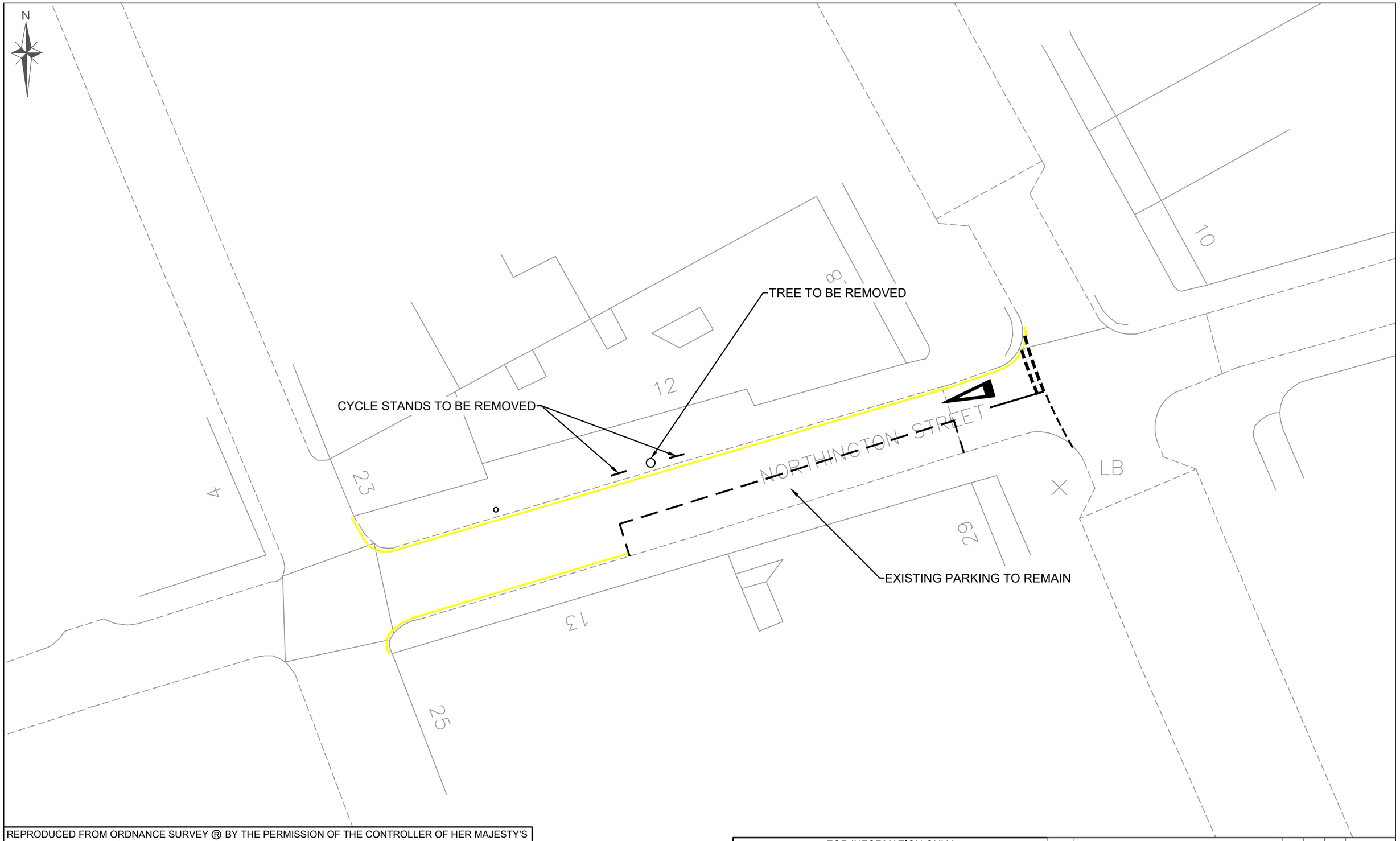
4.5 It is also noted that in any proposal, it is important that footway crossovers do not harm the ease of pedestrian movement and that a minimum pavement width of 1.8m should be maintained. Whilst the public pavement in this location measures between 1.5- 1.82m, it is confirmed that no reduction in pavement width would result following the implementation of the cross over. The applicant would, in discussions with LBC, seek to relocate the street furniture in the vicinity of the site that does however currently reduce effective footway width.

5. Conclusion

5.1 In summary therefore it is evident that the proposals would:

- reduce car mileage and promote electric vehicle use;
- Can be implemented without any decrease in on street car parking capacity;
- Would alleviate existing on street parking stress through the provision of off-street parking;
- Ensures adequate visibility to enter and exit the parking area safely;
- Would not result in any reduction to adjacent pavement widths.

5.2 For the reasons identified above, it is concluded that the proposals accord with Camden Policies and can be delivered without detriment to the local environment.



FOR INFORMATION ONLY

Rev	Amendments	Drn	Chk	App	Date

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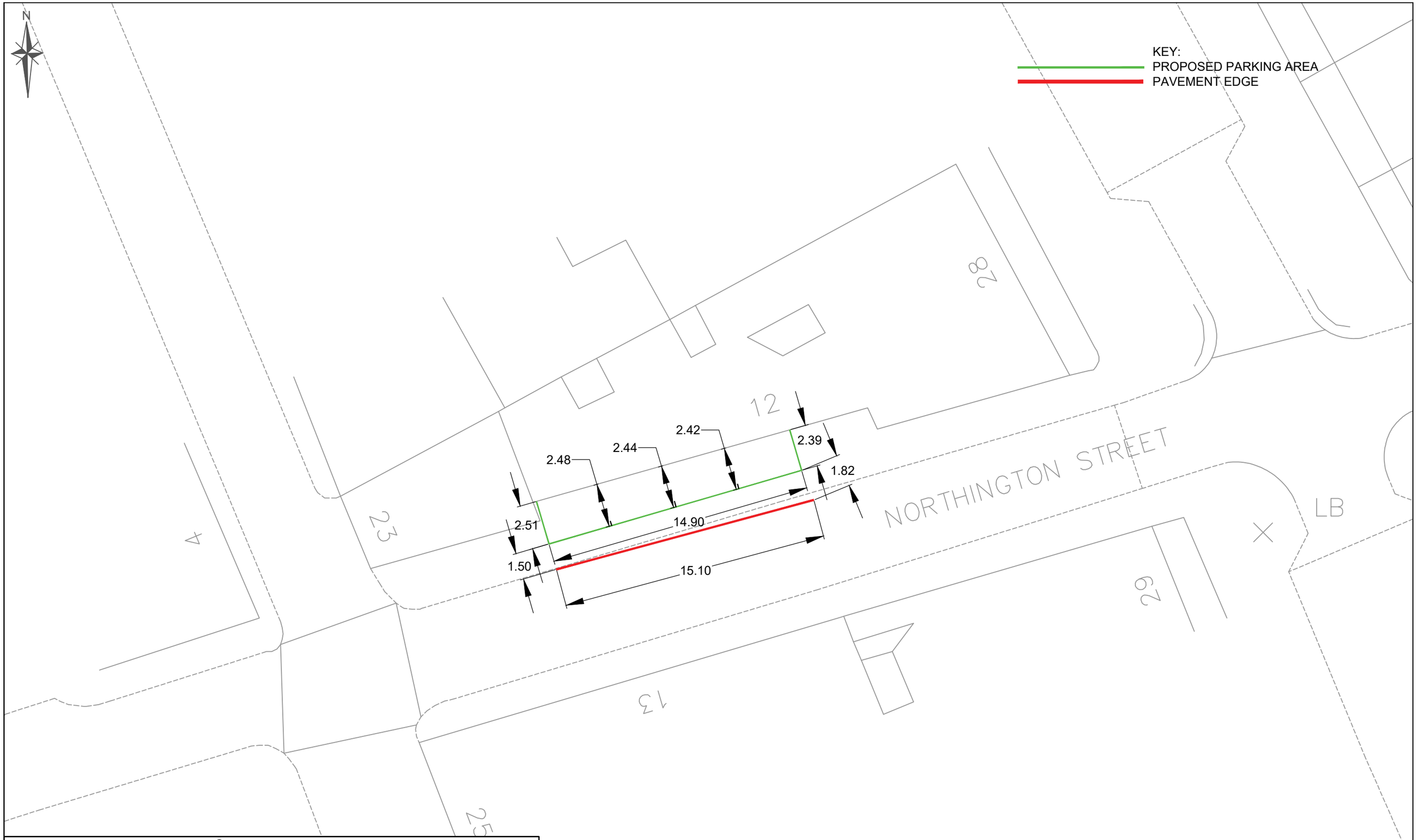
Job Title
12 / 14 NORTHINGTON STREET

Drawing Title
EXISTING LAYOUT

Client
Mr S Barnett

Scale	Date	Designed
1:250@A3	DATE	CDT
Drawn	**Checked**	**Approved**
CDT	DT	DT
Job No	**Drawing No**	**Rev**
19294	19294-01-100	-



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Job Title
12 / 14
NORTHINGTON STREET

Drawing Title
DIMENSIONAL DATA
SITE PLAN

Client
SPENCER
BARNETT

Scale	Date	Designed
1:200@A3	22.10.19	LB
Drawn	**Checked**	**Approved**
LB	DT	DT
Job No	**Drawing No**	**Rev**
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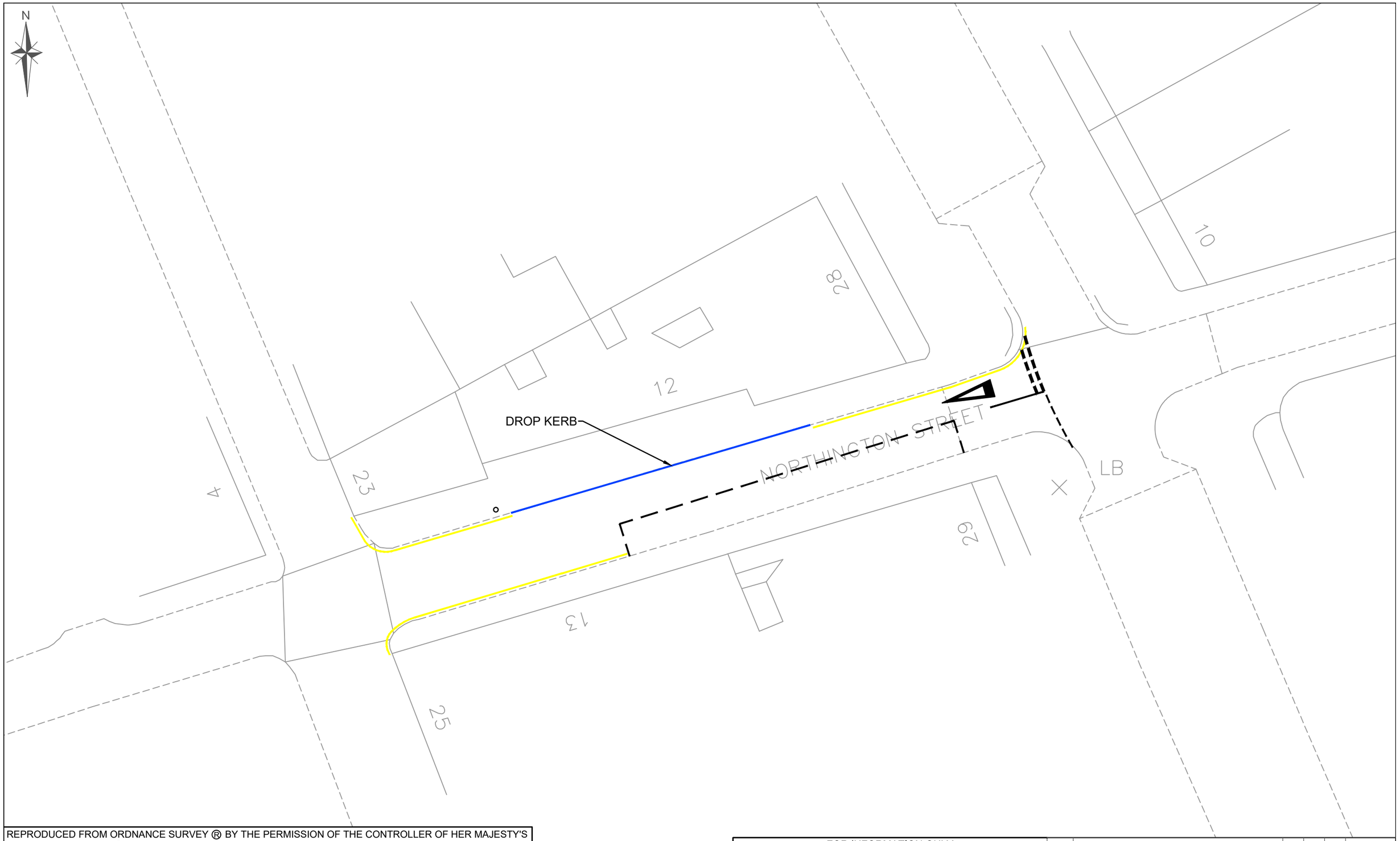

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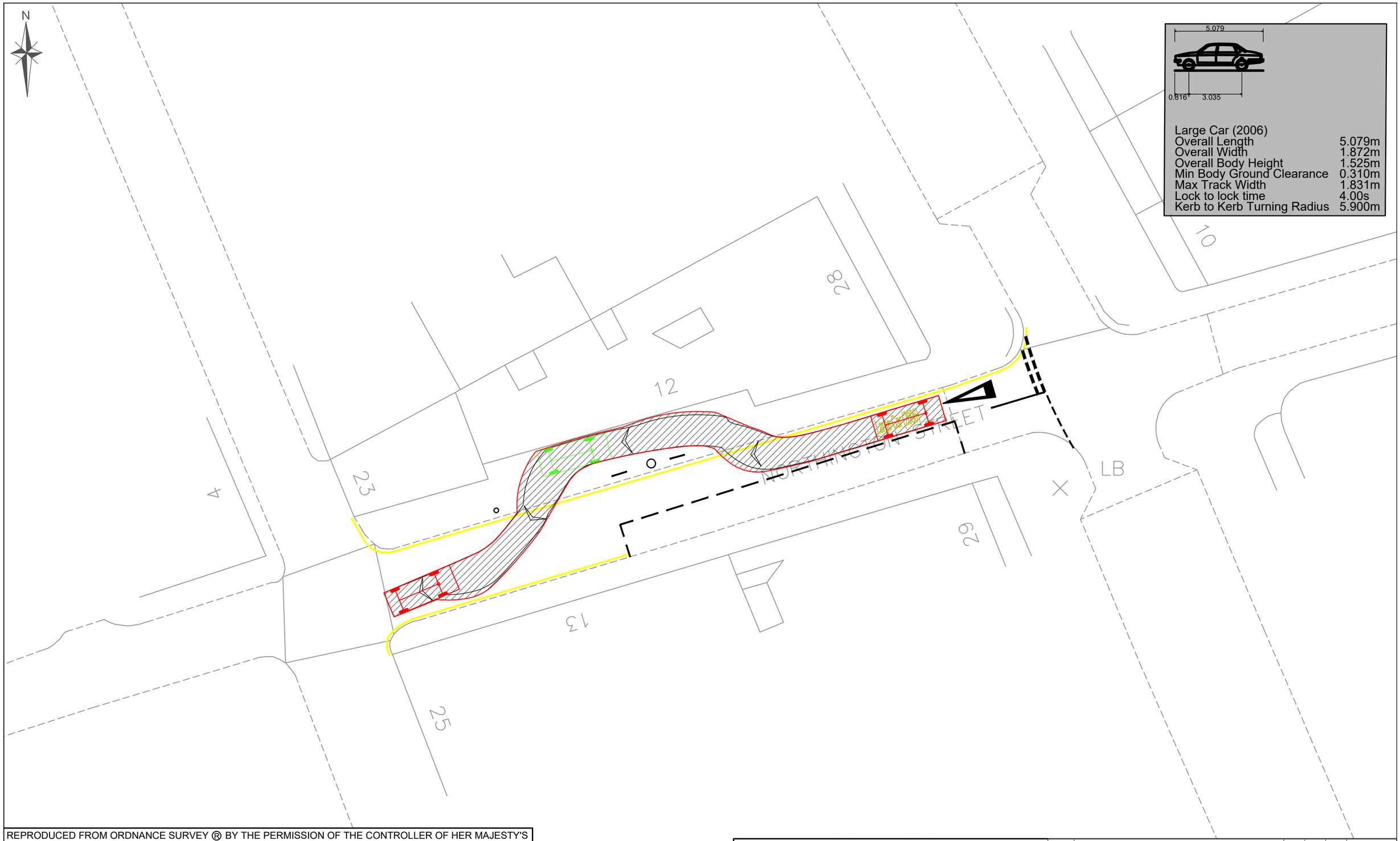
Job Title: 12 / 14 NORTHINGTON STREET

Drawing Title: PROPOSED LAYOUT

Client: Mr S Barnett

Scale	Date	Designed
1:250@A3	DATE	CDT
Drawn	**Checked**	**Approved**
CDT	DT	DT
Job No	**Drawing No**	**Rev**
19294	19294-01-101	-



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Job Title
12 / 14 NORTHINGTON STREET

Drawing Title
LARGE CAR TRACKING

Client
Mr S Barnett

Scale	Date	Designed
1:250@A3	DATE	CDT
Drawn	**Checked**	**Approved**
CDT	DT	DT
Job No	**Drawing No**	**Rev**
19294	19294-01-001	-