

# MURPHY'S YARD

AN APPLICATION BY FOLGATE ESTATES LIMITED



## CAR PARKING MANAGEMENT PLAN

JUNE 2021



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# Murphy's Yard

## Car Parking Management Plan

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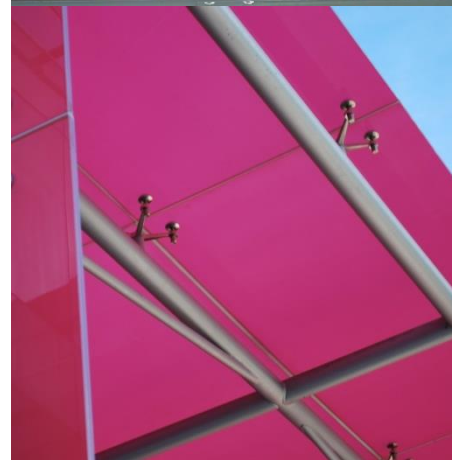
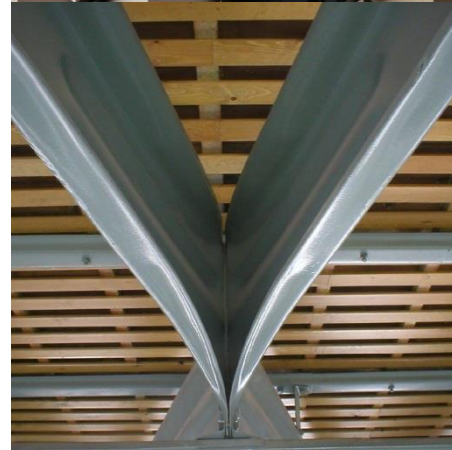
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## 1.0 Introduction

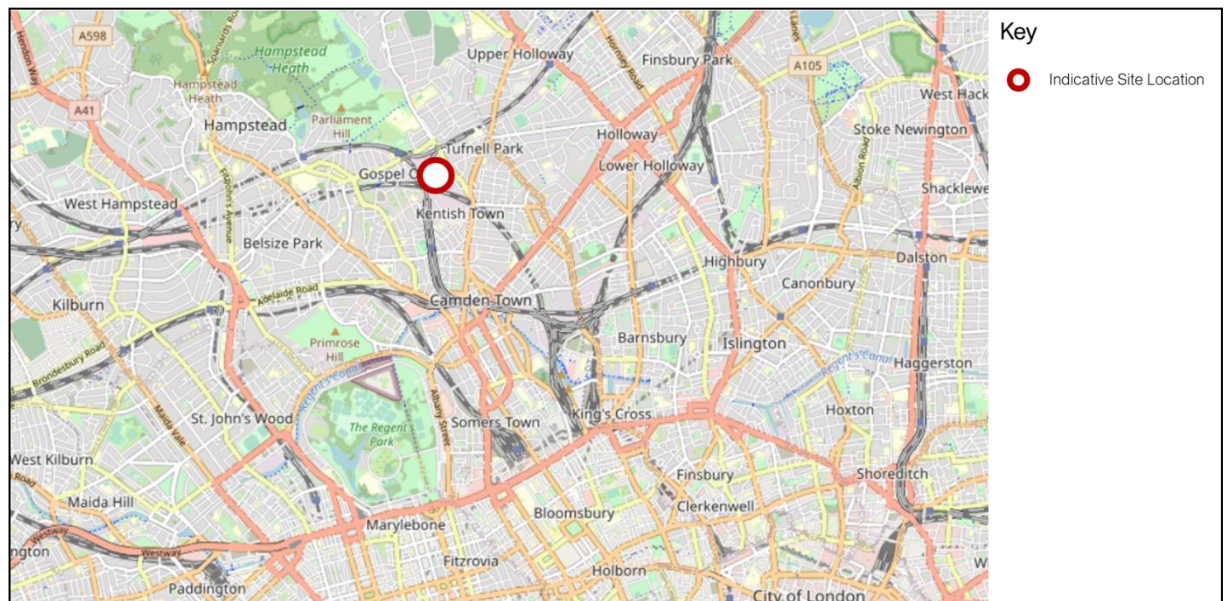
### 1.1 Introduction

- 1.1.1 Curtins have been appointed by Folgate Estates Limited to provide traffic and transportation advice in relation to the redevelopment of a site known as Murphy's Yard, located in Kentish Town within the London Borough of Camden (LBC).
- 1.1.2 During pre-application discussions with LBC, a Car Parking Management Plan (CPMP) was requested to accompany the outline planning application. This document has been prepared to inform the basis and principles of subsequent versions of a CPMP which are expected to be required as part of subsequent Reserved Matters Applications and/or secured by planning condition.
- 1.1.1 Alongside this CPMP, an accompanying Healthy Streets Transport Assessment (TA), Framework Travel Plan (FTP), Delivery and Servicing Management Plan (DSP), and Outline Construction Logistics Plan (CLP) have been prepared to accompany the planning submission.

### 1.2 Site Context

- 1.2.1. The existing site measures 62,288m<sup>2</sup>. It currently forms Murphy's main London depot and is adjacent to their headquarter building. The site is bound by the Richmond / Clapham Junction – Stratford Overground railway to the west, the Gospel Oak – Barking Overground railway to the north, Highgate Studios and Murphy's HQ building to the east and northeast and the Thameslink Railway line to the south.
- 1.2.1. The local context of the site is shown in **Figure 1.1**.

Figure 1.1 – Site Location



### 1.3 Development Summary

- 1.3.1 The proposals form an outline planning application with all matters reserved for the demolition of existing buildings and structures and redevelopment to be carried out in phases (with each phase being an independent act of development) comprising the following mix of uses: residential (Use Class C3), residential institution (Use Class C2), industrial (Use Class B2 and/or B8), commercial floorspace (Class E), flexible commercial and Sui Generis floorspace (Use Class E and/or Sui Generis Use), Community (F1 and/or F2), Sui Generis, and cycle and vehicle parking, refuse and recycling storage, plant, highway and access improvements, amenity space, landscape and public realm improvements, and all associated works.
- 1.3.2 A key principle of the proposed development is to significantly increase the permeability of the site for pedestrians and cyclists and to enhance these links with high-quality public realm. This includes the provision of routes through the site linking Greenwood Place, Sanderson Close and Gordon House Road. The primary pedestrian and cycle spine through the site is referred to as the Heath Line and provides a connection between Highgate Road (via Greenwood Place) and Hampstead Heath (via Gordon House Road).
- 1.3.1 The proposals also respond positively to Camden's Kentish Town Neighbourhood Plan which identifies the potential for connections to adjacent landholdings outside the control of the applicant. Whilst these links cannot be delivered by this application alone, the proposals have been developed in a way to safeguard the future delivery of these. These connections include links to Carkers Lane, Regis Road and Kentish Town Station.



1.3.2 The south-eastern section of the site which accommodates the commercial and employment land uses will be accessed via Sanderson Close, with Plot C (a residential plot) accessed via Greenwood Place. Following the completion of Phase 1, whilst the following phases are being constructed, vehicle access for Plot F will be provided temporarily via Greenwood Place. This will subsequently be changed to Sanderson Close once the rest of the southern section of the site are completed, providing a connection between Sanderson Close and Plot F.

## 1.4 Aims of the CPMP

1.4.1 Within the London Plan, Part G of Policy T6.1 states:

*“demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.”*

1.4.2 The key aims of this CPMP are as follows:

- Ensure that there is adequate parking provision to suit the needs of the development;
- Ensure that the parking facilities are managed correctly and preventing unauthorised persons from using these facilities; and
- Enforce the accessibility of the car park for eligible users.

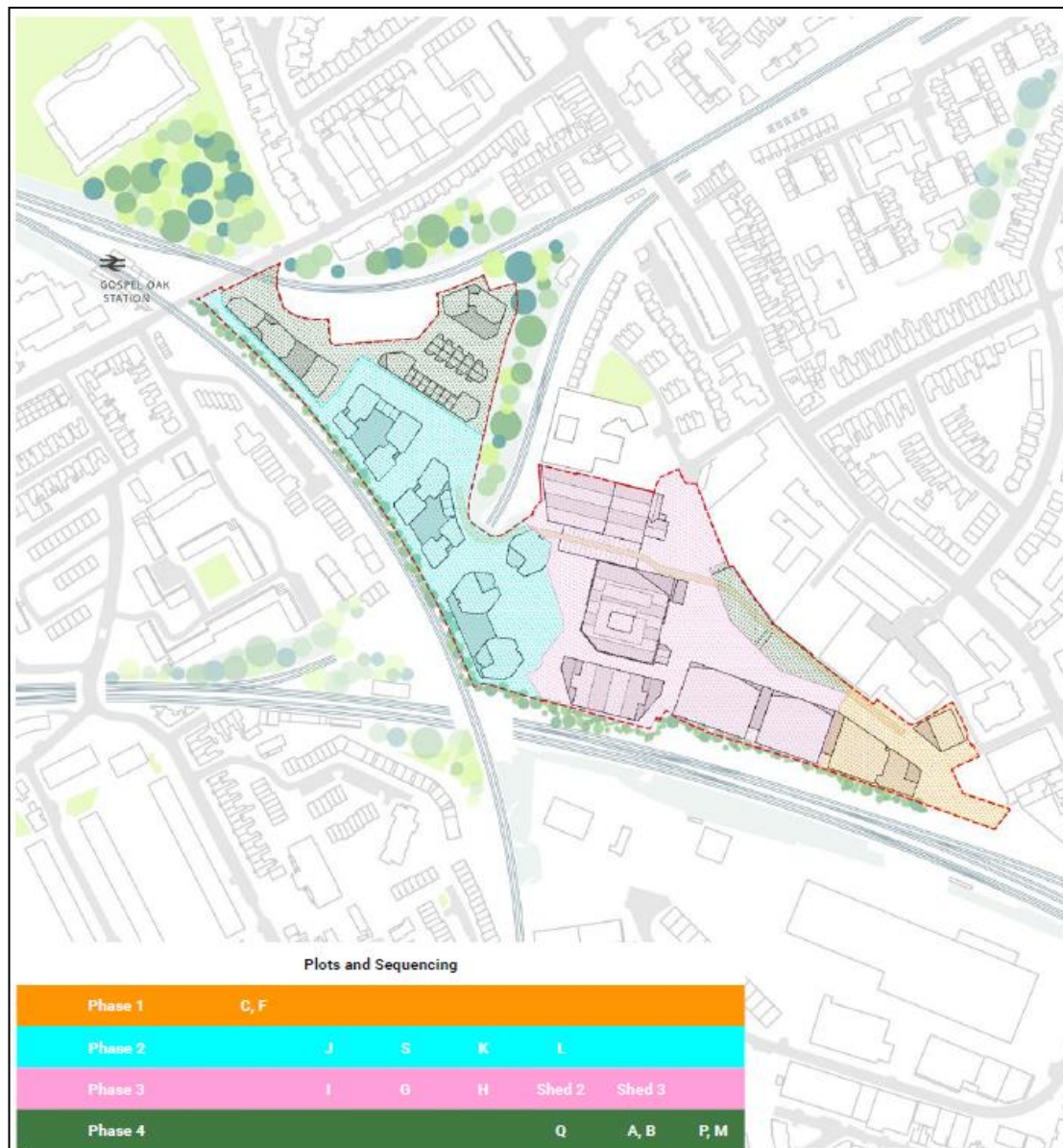
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## 2.0 Site Operation and Layout

### 2.1 Site Access and Egress

- 2.1.1 The site can currently be accessed via three vehicle access points; Sanderson Close, Gordon House Road and Greenwood Place.
- 2.1.2 Under the proposals, Sanderson Close will continue be used for vehicle access whilst a new access is proposed on Gordon House Road. The new access will be located to the west of the existing junction which will be restricted to pedestrians and cyclists only in the future. Access via Greenwood Place will temporarily be used to access plot F, with access ultimately being provided by Sanderson Close. Thereafter, the Greenwood Place access will be restricted to pedestrians, cyclists and emergency vehicles only.
- 2.1.3 Importantly, vehicle access to the non-residential elements of the scheme from Sanderson Close will be controlled via a barrier or similar. Such an arrangement will allow vehicle access and therefore parking within the site to be controlled and managed.
- 2.1.4 The Phasing of the development proposals is illustrated in **Figure 2.1** below.

Figure 2.1 - Anticipated Phasing Plan



2.1.5 As illustrated in **Figure 2.1**, plots C and F will be built as part of Phase 1, followed by L, K, J and S (residential blocks). Phase 3 comprises Shed 2, 3, plot I, H and G, which includes the completion of Sanderson Square and the internal road network in the southern section of the site, connecting to Plot F. The final phase includes plots M, P and Q, all of which are residential.

2.1.6 The following section describes the proposed vehicle access arrangements.

*Interim Access for Plot C and F.*

2.1.7 Phase 1 includes the construction of plots C and F as shown in **Figure 2.1** above. Plot C will front onto Greenwood Place from where it will be accessed.



- 2.1.8 On-street loading facilities and a disabled parking bay for Plot C are proposed on the western side of Greenwood Place in the form of a layby. This approach, and an indicative proposed layout of Greenwood Place to achieve such an arrangement have been discussed in some detail with LBC officers as part of the pre-application process.
- 2.1.9 Until access to Plot F via the site's internal road network is delivered as part of Phase 3, temporary access to plot F will be via Greenwood Place.

#### *Final Access Strategy*

- 2.1.10 **Figure 2.2** illustrates the proposed vehicle access and circulation strategy for the completed site.

**Figure 2.2 - Proposed Vehicle Access and Circulation**



- 2.1.11 Once all phases have been constructed, Sanderson Close will be used to access the southern section of the site which accommodates the employment and healthcare land uses. Plot F will cease to be accessed by vehicles via Greenwood Place.
- 2.1.12 Vehicle access to the southern part of site will be controlled at the Sanderson Close entrance to ensure that only valid vehicles are able to enter. This control point, in combination with Sanderson Square and an additional layer of vehicle controls, will allow vehicles to enter the site but, where appropriate, will restrict vehicles from going further than the turning area provided by Sanderson Close. Such an

arrangement will accommodate taxi drop-off / pick-up and some smaller deliveries. This arrangement will help to minimise the number of vehicles entering the site.

- 2.1.13 The existing access from Greenwood Place will be closed to vehicles, except for emergency access. Plot C will continue to be serviced on Greenwood Place.
- 2.1.14 Gordon House Road will provide access to the northern section of the site which will accommodate the majority of the proposed residential units. A new vehicle access will be created on Gordon House Road and the existing access restricted to pedestrians, cyclists and emergency vehicles.
- 2.1.15 The new access will lead to a vehicle route along the western border of the development site, behind Plots O, M, L and K, leading to under-croft car parking areas and servicing area. Areas in between Plots ML and L/K will allow small goods vehicles to turn around without entering the wider development site. A secondary one-way route will be accessed via the main vehicle route, controlled by retracting bollards, allowing access to Plots P and Q. Larger vehicles and refuse vehicles will be permitted to use this route.
- 2.1.16 This arrangement minimises the impact of vehicles on the Heath Line by limiting vehicles to crossing at a limited number of locations. It is also proposed that the crossing points are controlled via traffic lights/rising bollards to maintain pedestrian/cycle priority on the Heath Line.

## 2.2 Car Parking Provision

- 2.2.1 The Proposed Development will be car light, with provision limited to disabled parking and operational needs. The overarching parking strategy by use is as follows:
- Residential: disabled parking spaces for 3% of residential units.
  - Employment and Retail: one disabled space for each use within a plot.
  - Light Industrial / Industrial / Storage: operational parking
  - Healthcare: disabled parking provision, patient transport and operational parking.
- 2.2.2 The application seeks consent for up to 825 residential units which if the maximum is delivered through Reserved Matters applications, would require 25 disabled car parking spaces.

## 2.3 Light Industrial, Industrial and Storage

- 2.3.1 It is proposed that operational parking for the light industrial, industrial and storage elements of the scheme is provided. As defined by the London Plan, these spaces would be related to the function of the proposed buildings or the activities within them. Such spaces would not be used to for the parking of vehicles to be used for personal travel or commuting.

2.3.2 Operational car parking for these uses is proposed on the following basis:

- For each industrial operator occupying less than 1,000sqm, one space;
- For each industrial operator operating more than 1,000sqm – one space for the first 1,000sqm and one car parking space for each additional 1,000sqm\*.

\* e.g. an occupier with 1,800sqm would be permitted two operational spaces.

2.3.3 No regular car parking will be provided for these land uses.

## 2.4 Healthcare

2.4.1 Parking for the healthcare building is proposed and will comprise a combination of disabled car parking, patient transport and some operational parking spaces. A maximum of 14 spaces are proposed the majority of which will be designed for disabled car parking.

## 2.5 Electric Charging

2.5.1 In line with the London Plan, all operational and disabled parking will feature electric charging points.

## 2.6 Car Parking Allocation

2.6.1 Part H of Policy T6.1 of the London Plan states that disabled parking should not be allocated to specific dwellings, unless provided within the curtilage of the dwelling. Parking will be specifically restricted to tenants with a blue badge. It is anticipated that those who meet requirements will be able to apply for one of the parking spaces provided within their building. Residents without a mobility impairment / disability, will not be able to apply for a space.

2.6.2 Blue badge holders who work at the site will be expected to register their requirement for a disabled space.

## 2.7 Future Provision of Disabled Bays for Residential Units

2.7.1 Within the London Plan, Part G of Policy T6.1 states:

*“Ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset”*

*“demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.”*

2.7.2 If demand for disabled car parking above and beyond 3% which will be designed into Reserved Matters applications and subsequently provided from the outset were identified, potential locations for additional



disabled parking within the application area suitable would be identified. In addition, during pre-application discussions with highway officers at LBC and TfL, the option of converting existing on-street car parking bays adjacent to the site to provide accessible bays was suggested.

*Potential additional disabled bays*

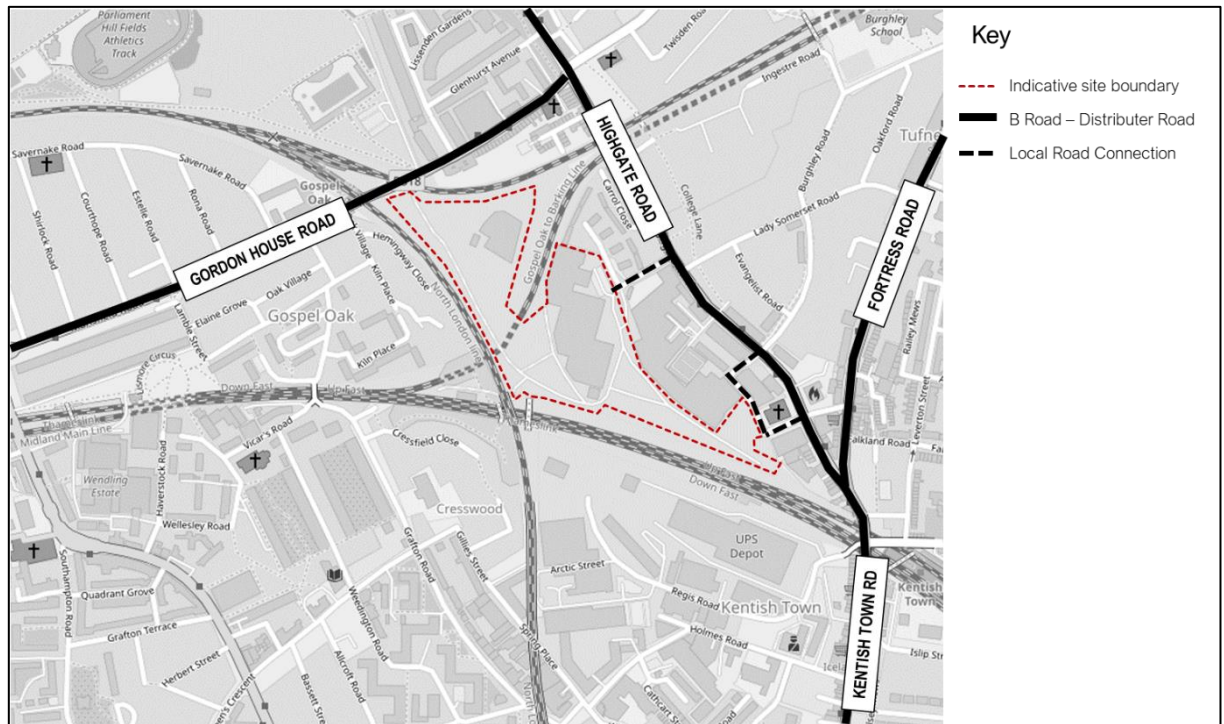
- 2.7.3 Given the application is in outline, it is not possible to identify specific locations where disabled spaces beyond the 3% proposed would be provided. In the first instance, potential to provide additional disabled car parking on-site would be investigated. This could be provided within the building plot accommodating the residential units or on streets within the development and/or incorporated within the proposed landscape and public realm.
- 2.7.4 A further option would be the conversion of on-street, off-site car parking spaces from regular to disabled bays as discussed above. In the vicinity of the site, there are three on-street disabled bays in front of the neighbouring Greenwood Centre. Pay-and-display bays are located on Greenwood Place to the north of Plot C measuring circa 16m in length. If required, two spaces could be provided here by converting these bays to disabled spaces.
- 2.7.5 Potential also exists for the provision of disabled car parking bays on Greenwood Place adjacent to Plot C. The set-back of the proposed building from Greenwood Place allows for the widening of the road and the provision of an on-street bay.
- 2.7.6 In addition to the above, and as suggested by LBC in pre-application discussions, existing pay by phone on-street parking bays located on Lissenden Gardens located circa 100m from the site access on Gordon House Road (8 spaces) or on bays located on Oak Village, circa 70m from the site access (7 spaces) could potentially be converted to disabled bays.

## 3.0 Surrounding Highway and Parking

### 3.1 Local Highway Network

3.1.1 **Figure 3.1** illustrates the site in the context of the local road network.

**Figure 3.1 - Local Road Network**



#### *Sanderson Close*

3.1.2 Sanderson Close is a two-way, single carriageway road which follows a southwest / northeast alignment between the Site and Highgate Road. Sanderson Close also provides access to a Camden Housing car park and Highgate Studios car park.

3.1.3 Sanderson Close carriageway measures approximately 6.0m with double yellow lining and yellow blips present along its extents, restricting vehicles from stopping or loading.

#### *Gordon House Road*

3.1.4 Gordon House Road is a single carriageway road which follows an east-west alignment along the northern boundary of the site.

3.1.5 It is subject to a 20mph speed limit in the vicinity of the site and single yellow lining is present on both sides of the carriageway. Gordon House Road features a flared approach to the signalised junction with Highgate Road to accommodate a dedicated right turn lane.

### Greenwood Place

- 3.1.6 Greenwood Place is a two-way single carriageway road which follows a northeast / southwest alignment between the Site and Highgate Road. At the southwestern end, Greenwood Place bends north, and forms a one-way loop, forming a second access onto Highgate Road.
- 3.1.7 The southernmost section of Greenwood place is two-way and provides access to the Forum's servicing area and existing access to the Site.
- 3.1.8 The section of Greenwood Place between the Greenwood Centre and the Forum is one-way southbound and is relatively narrow.
- 3.1.9 The section of carriageway in front of the Forum measures approximately 7.5m in width between the Forum and adjacent church boundary. Pay and display car parking bays are located on the majority of this section of carriageway reducing the effective carriageway width to around 3m. This limits the operation of Greenwood Place to single file traffic when parking bays are occupied.

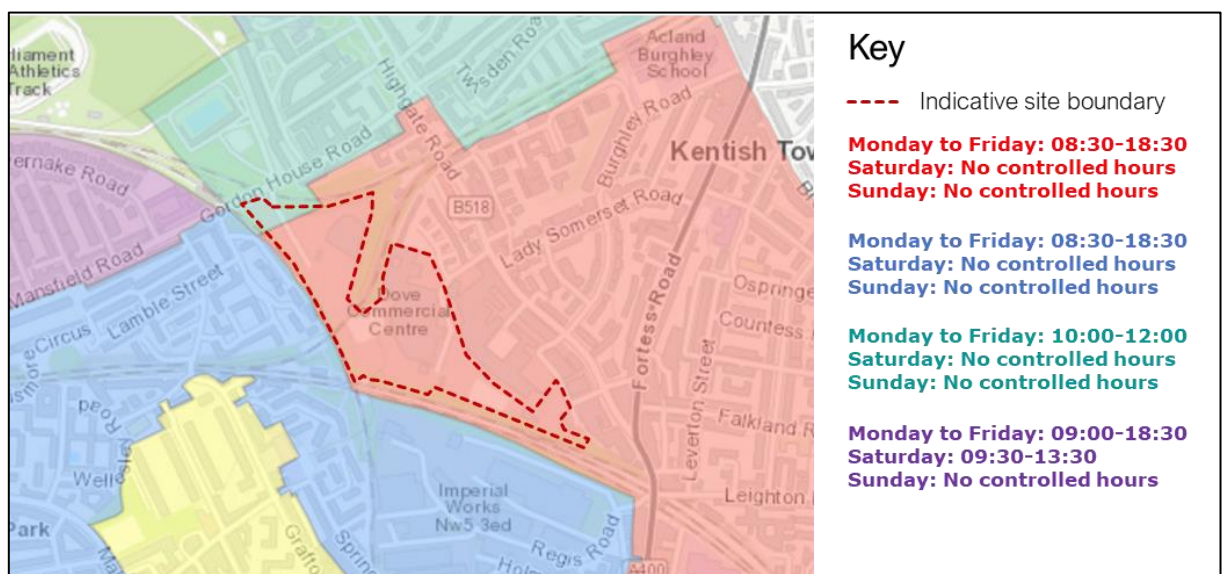
### Highgate Road (B518)

- 3.1.10 Highgate Road is a single carriageway road which follows a north-south alignment along the eastern boundary of the site. It is subject to a 20mph speed limit in the vicinity of the site. The northbound approach to Gordon House Road and the southbound approach to Kentish Town Road provide a bus lane.

## 3.2 Car Parking Restrictions

- 3.2.1 The site is located adjacent to a number of Controlled Parking Zones, which are illustrated on **Figure 3.2** below.

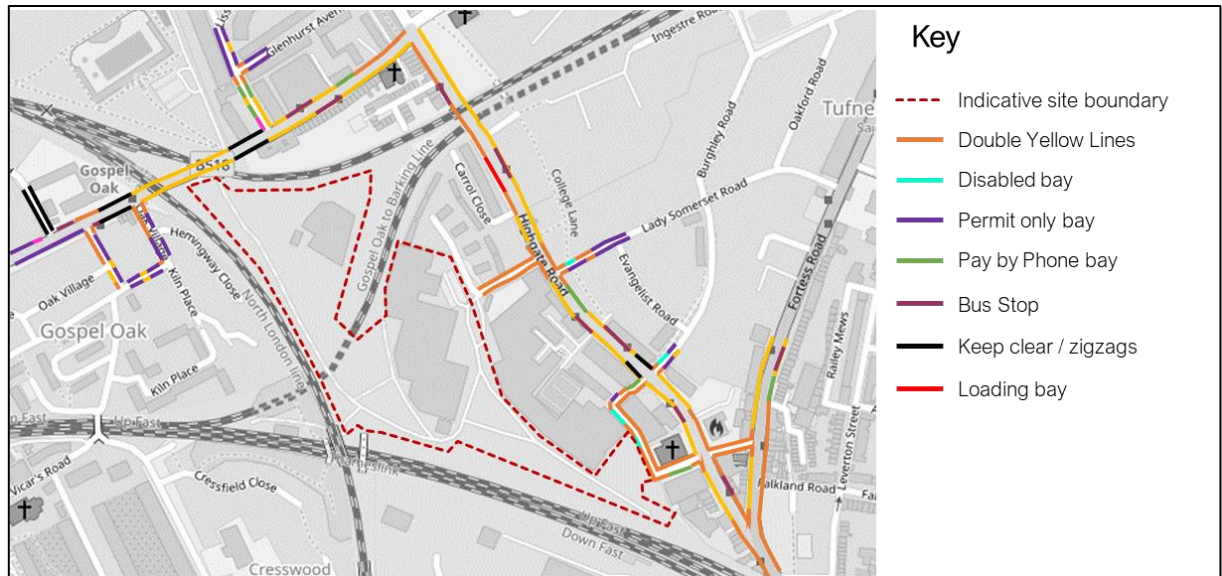
**Figure 3.2 - Controlled Parking Zones**





3.2.2 The surrounding roads feature a mixture of pay by phone bays and permit holder only bays. **Figure 3.3** illustrates the parking restrictions on local roads within 200m of the site.

**Figure 3.3 - Parking restrictions within 200m of the site**



3.2.3 Currently there are pay by phone bays located on the southern side of Greenwood Place. Under the indicative highway proposals, these will be removed to allow the footway to be widened and double yellow lines implemented with blips to prevent parking/loading.

3.2.4 The majority of parking on the distributor roads (Gordon House Road and Highgate Road) are pay by phone bays, with permit holder bays focused on the residential roads.

3.2.5 Parking to the north of Gordon House Road is subject to restrictions between 10:00 – 12:00 Monday and Friday. The remaining roads surrounding the site are restricted for the majority of the day (08:30/09:00 – 18:30 Monday to Friday).

## 4.0 Car Parking Operation and Management

### 4.1 Aims and Objectives

4.1.1 This Car Parking Management Plan has been developed to address the following points:

- Time restrictions and monitoring of parking facilities;
- Vehicular access;
- Pedestrian and Cycle access;
- Boundaries and perimeters;
- Lighting;
- Surveillance;
- Crime and recording statistics; and
- Motorcycle Parking and Electric Vehicle Charging

### 4.2 Parking Management

4.2.1 All residents will be issued with a parking guide when they move in. This will include details about restrictions on use of the disabled parking spaces.

4.2.2 Residents will be prohibited from receiving resident parking permits for the local CPZ, which is expected to be stated within the associated S106. This means that all residents of the development will not be permitted to obtain a permit to park in the local CPZ. This will ensure that the development does not contribute to any local parking stress.

4.2.3 There are no visitor parking spaces. If visitors travel to the site by private vehicle, they will be required to park in pay and display bays on the surrounding streets. It is anticipated that the majority of visitors will travel by sustainable modes.

4.2.4 No standard parking is proposed for any uses on site.

4.2.5 The Travel Plan for the development site provides information on sustainable travel in the surrounding area, to access the site and the nearest sustainable modes.

4.2.6 The next section provides guidance as to how the proposed parking can be best managed to benefit site users.

### 4.3 Time Restrictions and Monitoring

4.3.1 The residential car park will be open and accessible to residents requiring access to a disabled parking bay for 24 hours a day.

#### **4.4 Signage**

4.4.1 Appropriate signage will be provided within the Site to ensure safe movement of all users of the car parking areas including pedestrians, cyclists, cars and servicing vehicles.

#### **4.5 Lighting**

4.5.1 Lighting within the parking areas will conform to British Standard 5489-1:2003. Cables, fixtures and wiring serving the lighting system will be protected to reduce accidental damage or criminal attacks.

#### **4.6 Surveillance**

4.6.1 It is anticipated that CCTV coverage will extend across all proposed car parking to support the management of these areas.

4.6.2 The collected information will be monitored electronically and will act as a backup for any event, occurrence or breach of car park restrictions.

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## 5.0 Monitoring, Review and Car Park Enforcement

- 5.1.1 The CPMP will be reviewed on an ongoing basis by the site management company in charge of the development. They will monitor and review any issues found with the operation of the car park following the occupation of the residential units.
- 5.1.2 Feedback will be welcomed from residents and occupiers to provide scope for possible changes to the car park management regime.
- 5.1.3 A parking guide will be issued to the residents and tenants upon moving in and will be updated for each annual review.



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