

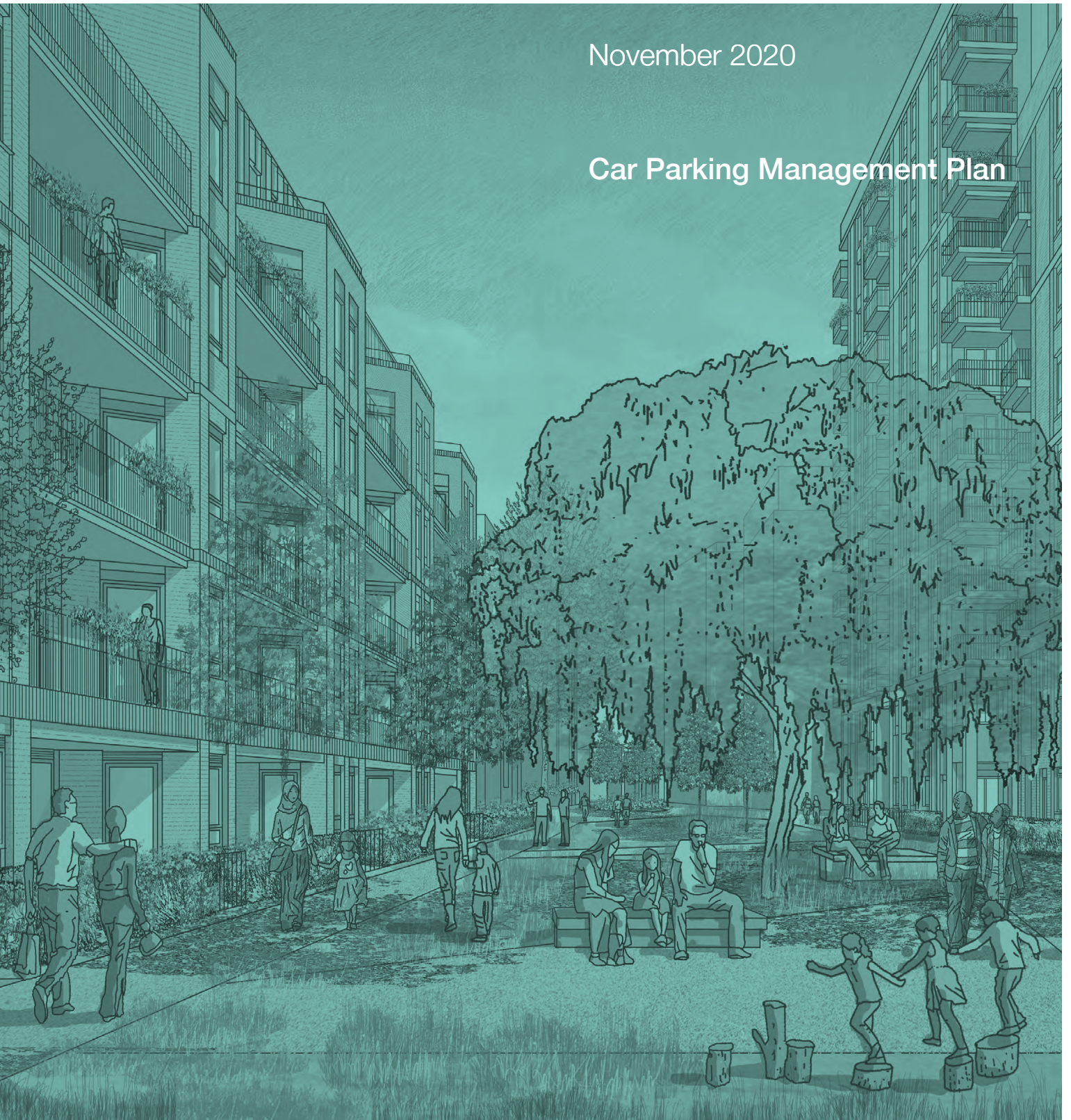
CAMBRIDGE ROAD ESTATE – PLANNING APPLICATION 20/02942/FUL

CAR PARKING MANAGEMENT PLAN

****NO AMENDMENT TO DOCUMENT SINCE SUBMISSION OF
APPLICATION IN NOVEMBER 2020 – ORIGINAL SUBMISSION DOCUMENT****

November 2020

Car Parking Management Plan



The Applicant

Cambridge Road (Kingston) Ltd

c/o Countryside Properties
Aurora House
71-75 Uxbridge Road
Ealing
London W5 5SL

The project site

Cambridge Road Estate Project hub

2 Tadlow
Washington Road
Kingston Upon Thames
Surrey
KT1 3JL

Application forms

Covering letter

Application Form and Notices

CIL Additional Information Form

Design proposals

Planning Statement

Design and Access Statement

- Vol.1 - The Masterplan
- Vol.2 - The Detailed Component

The Masterplan

- Parameter Plans
- Illustrative Plans
- Design Guidelines

Phase 1 Architecture and Landscape

- GA Plans, Sections and Elevations

Supporting information

Statement of Community Involvement

Rehousing Strategy

Financial Viability Appraisal

Draft Estate Management Strategy

Transport Assessment

Phase 1 Travel Plan

Car Parking Management Plan

Servicing and Delivery Management Plan

Construction Logistics Plan

Construction Method Statement and Construction
Management Plan

Sustainable Design and Construction Statement
(Including Circular Economy Statement)

Environmental Statement

- Non Technical Summary
- Vol.1 – Technical Reports
- Vol.2 – Technical Appendices
- Vol.3 - Townscape and Visual Impact
Assessment

Energy Statement (Including Overheating

Assessment and Whole Life Cycle Assessment)

Daylight and Sunlight

Internal Assessment of the Detailed Component

External Assessment of the Illustrative Masterplan

Extraction and Ventilation Strategy

Noise Impact Assessment

Arboricultural Report and Tree Conditions Survey

Arboricultural Impact Assessment & Method
Statement

Preliminary Ecological and Bat Survey Report

Biodiversity Net Gain Assessment

Archaeology and Heritage Assessment

Ground Conditions Assessment

Utilities Report

Flood Risk Assessment

Phase 1 Drainage Statement

Fire Strategy Report

Accessibility Audit

Health Impact Assessment

Equalities Impact Assessment

Outline Car Parking Management Plan

Cambridge Road Estate

29 October 2020

Prepared for
Cambridge Road (RBK) LLP



Prepared for:
Cambridge Road (RBK) LLP

Prepared by:
Markides Associates
2nd Floor, The Bridge
73 – 81 Southwark Bridge Road
London SE1 0NQ
United Kingdom

T: +44 (0)20 7442 2225
E: info@markidesassociates.co.uk
W: markidesassociates.co.uk

Project Number: 19157
Doc Number: CPMP01

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
A	Draft	JC / EJ	MH	EJ	MH	29/10/20
B	For Review	EJ	MH	EJ	MH	09/11/20
C	Final	EJ	MH	EJ	MH	11/11/20
D	Final	EJ	MH	EJ	MH	12/11/20
E	Final	EJ	MH	EJ	MH	13/11/20

Copyright 2020 Markides Associates Ltd. The concepts and information contained in this document are the property of Markides Associates. Use or copying of this document in whole or in part without the written permission of Markides Associates constitutes an infringement of copyright.

Limitation: This report has been prepared on behalf of, and for the exclusive use of the client of Markides Associates, and is subject to, and issued in accordance with, the provisions of the contract between the client and Markides Associates. Markides Associates accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this report by any third party.

Contents

- 1. INTRODUCTION 1
- 2. THE DEVELOPMENT 3
- 3. MANAGEMENT PLAN MEASURES 7
- 4. ONGOING UPDATE AND REVISION10

Tables

- Table 2.1 Parking Schedule 5

Figures

- Figure 1.1 Site Context Plan
- Figure 2.1 CPZ Zones in the vicinity of CRE

Introduction

1.1 Summary

1.1.1 Markides Associates have been appointed by Cambridge Road (RBK) LLP (hereafter referred to as 'the applicant') to provide an outline Car Parking Management Plan (CPMP) for Phase 1 of the regeneration of the Cambridge Road Estate. This will also be used to form the framework for how parking on site will managed as the regeneration of the estate progresses, through planning and as more information becomes available.

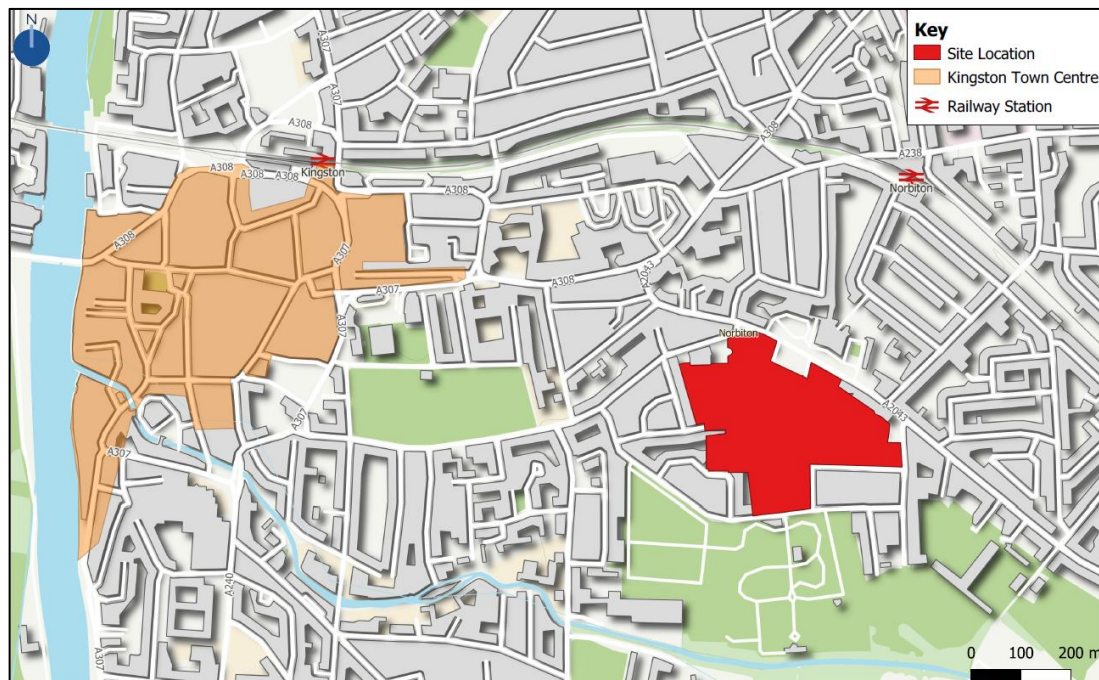
1.1.2 The site falls within the authority boundary of the Royal Borough of Kingston upon Thames (RBK).

1.2 The Site

1.2.1 The Cambridge Road Estate (CRE) is located approximately 9 hectares (ha) and lies 1km to the east of Kingston. It is surrounded by largely residential development to the north, east and west, with Kingston Cemetery to the south.

1.2.2 A site context plan is shown in **Figure 0.1** as an extract and is reproduced to scale at the end of this report.

Figure 0.1 Site Context Plan



1.3 The Proposed Development

1.3.1 Description of the application is as follows:

“Hybrid Planning Application for a mixed use development, including demolition of existing buildings and erection of up to 2,170 residential units (Use Class C3), 290sqm of flexible office floorspace (Use Class E), 1,395sqm of flexible retail/commercial floorspace (Use Class E/Sui Generis), 1,250sqm community floorspace (Use Class F2), new publicly accessible open space and associated access, servicing, landscaping and works.

Detailed permission is sought for Phase 1 for erection of 452 residential units (Use Class C3), 1,250sqm community floorspace (Use Class F2), 290sqm of flexible office floorspace (Use Class E), 395sqm of flexible retail/commercial floorspace (Use Class E/Sui Generis), new publicly accessible open space and associated access, servicing, parking, landscaping works including tree removal, refuse/recycling and bicycle storage, energy centre and works

Outline permission (with appearance and landscaping reserved) is sought for the remainder of the development (“the Proposed Development”).”

1.4 Report Aims and Structure

1.4.1 The key aims of this outline CPMP are as follows:

- Ensure adequate car parking provision for the needs of the development, in accordance with planning policy.
- Enforce the use of the car parking to ensure that only those eligible to make use of the facilities, including preventing parking by non-residents.
- Enforce appropriate use of the car parking such that it remains accessible to all eligible users and the servicing areas remain free of obstruction for the passage of vehicles.

1.4.2 Following this introduction, **Section 2** of this document provides a brief review of the aspects of the development pertinent to this CPMP. For completeness, this section includes a detailed review of the parking arrangements.

1.4.3 **Section 3** considers the on-site parking management programme that will be implemented.

1.4.4 Finally, **Section 4** discusses the programme for ongoing update and maintenance of the CPMP.

The Development

2.1 Summary

2.1.1 Full details of the development scheme are set out in the accompanying Transport Assessment document (Ref:19157-01-TA01). In summary the proposals for the redevelopment of the Cambridge Road Estate include:

- 2170 dwellings
- 1935 sqm of non-residential uses (ancillary to the residential uses)
- New public realm, and a permeable network for walking and cycling.
- Car parking ratio of 0.4 spaces per dwelling.

Phase 1

- The development is divided into 5 Phases. The detailed element of the planning application for submission (Phase 1) consists of:
 - 452 dwellings – Plots B, C and E of the masterplan.
 - 126 parking spaces.
 - 1250sqm community floorspace (Use Class F2).
 - 290sqm of flexible office floorspace (Use Class E).
 - 395sqm of flexible retail/commercial floorspace (Use Class E/Sui Generis).
 - Parking and landscaping.

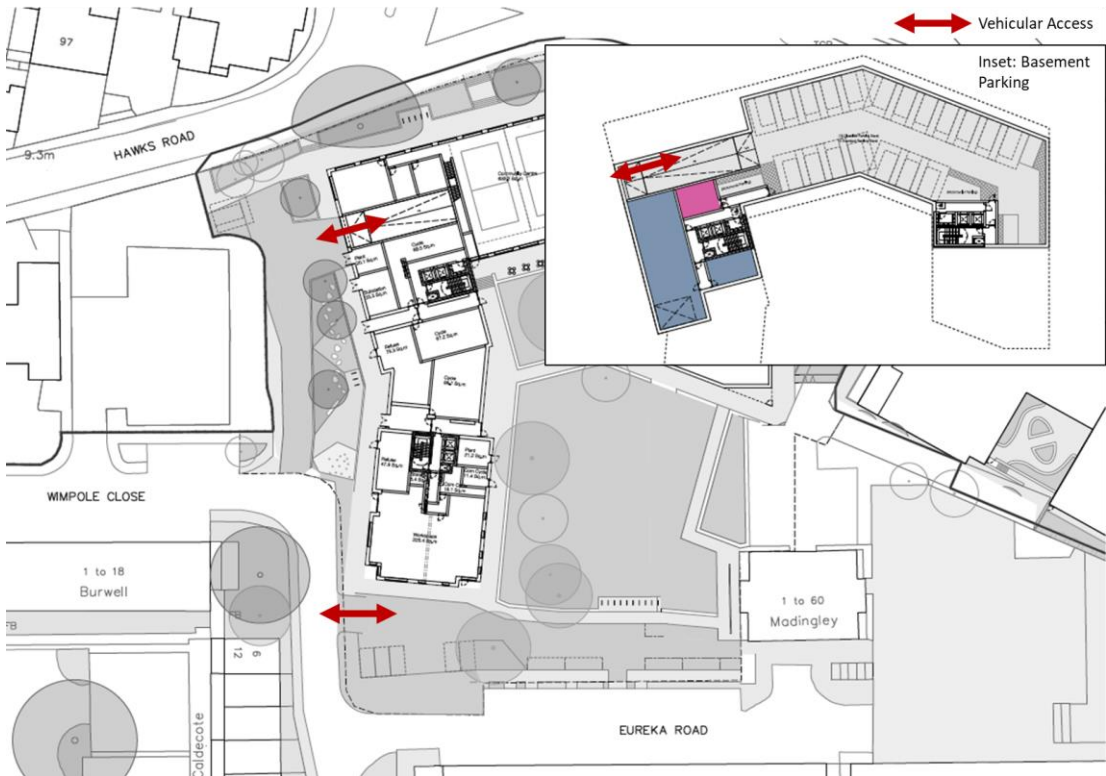
2.2 Site Access & Car Parking

2.2.1 Car parking for Phase 1 will be spread throughout the site in a mixture of on-street, parking courts and basement parking.

2.2.2 Access to the parking courts will be taken from Rowlls Way, Washington Road and Willingham Way. Basement car parking only occurs under Block C and is accessed via Washington Road.

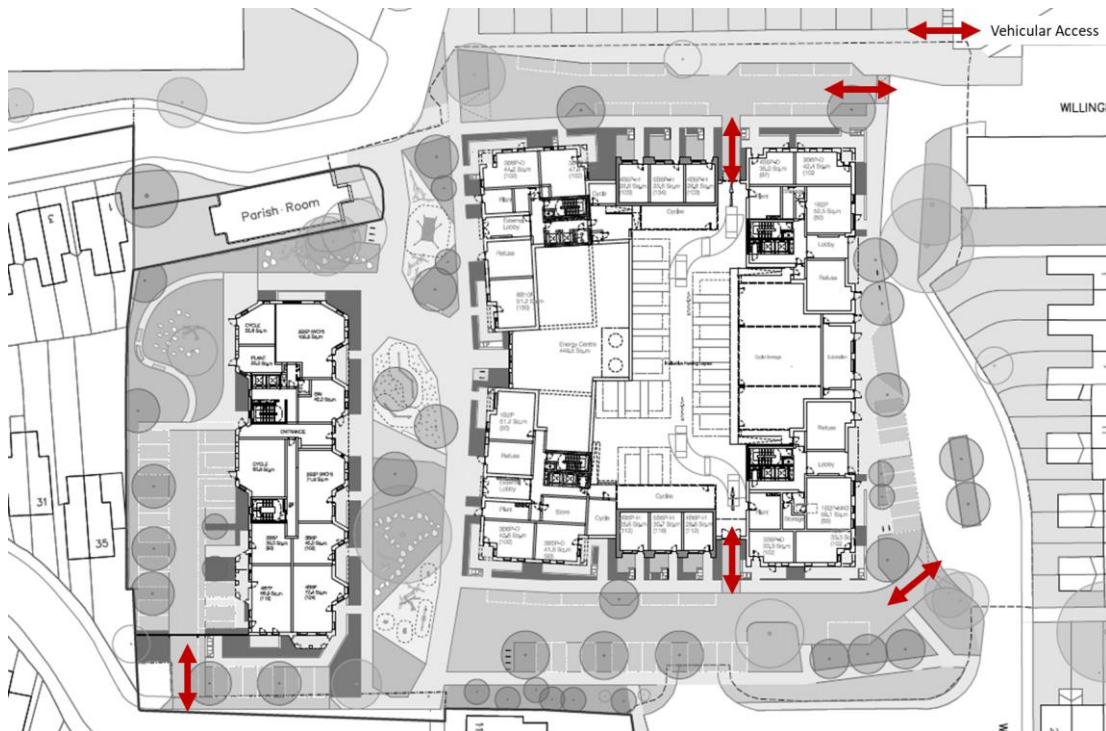
2.2.3 **Image 0.1** shows the vehicular access locations and parking layout around Block C, with **Image 0.2** showing the vehicular access locations and parking layout around Blocks B and E.

Image 0.1 Vehicular Access Location & Parking Layout



Source: Patel Taylor Drawing 03-PTA-PH1-00-DR-LA-4300 P01

Image 0.2 Vehicular Access Location & Parking Layout



Source: Taylor Drawing 503-PTA-PH1-00-DR-LA-4301 P01

2.3 Car Parking Provision

2.3.1 **Table 0.1** shows the full parking schedule:

Table 0.1 Parking Schedule

Type	Apex External Parking
'Standard' Parking Spaces	122
Disabled Spaces	4
Deliver and servicing Spaces	1
Total	127

2.3.2 All 'standard' car parking spaces will be 4.8m x 2.4m as per policy and guidance, with disabled spaces being Part M compliant afforded an additional 1.2m to facilitate vehicle entry/exit. Disabled spaces will be located close to and in clear sight of pedestrian entrances to the building areas.

Electric Charging Points

2.3.3 Any parking provided will provide 25 (20%) Active and 101 (80%) Passive Electric Vehicle Charging points (EVCPs) in accordance with the Draft London Plan.

Disabled Car Parking

2.3.4 The Draft London Plan states that 3% of disabled parking spaces should be provided at the outset with applications demonstrating how an additional 7% can be provided. The proposals can provide up to 10% disabled car parking provision based upon the number of residential units.

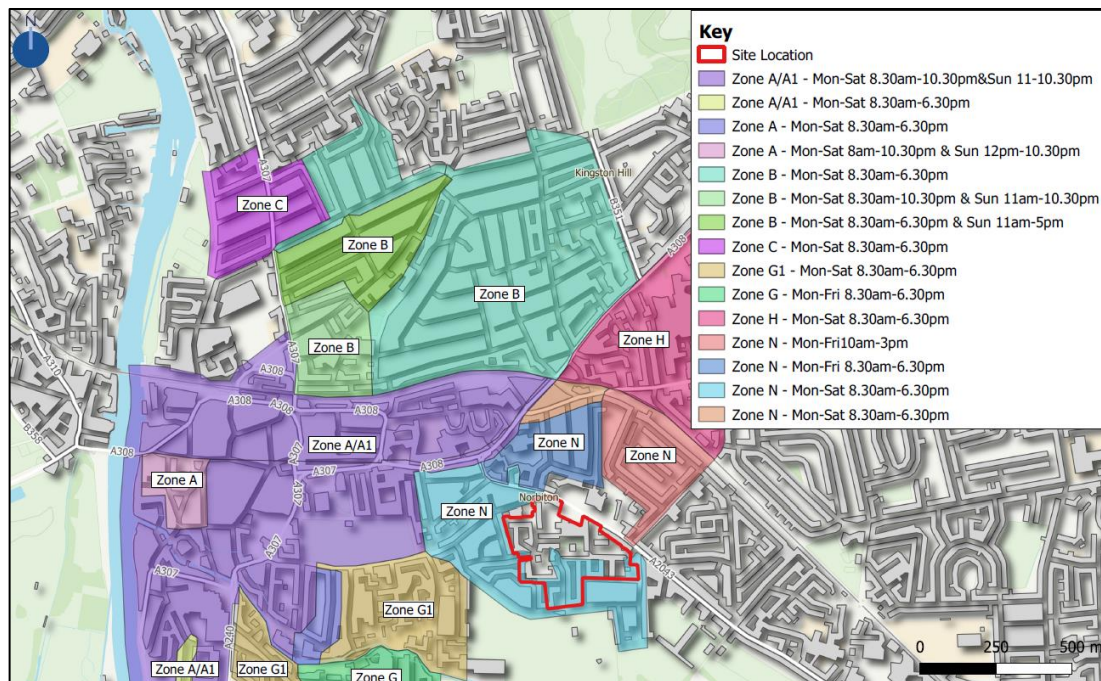
2.3.5 However, The Department for Transport (DfT) hold data on the number of blue badges for each borough (Table DIS0109) which show that in RBK the number of blue badge holders as a percentage of the borough population is 2.3%. The 10% provision is well in excess of the actual take up of blue badges across the borough.

2.3.6 As the above shows that it is unlikely that the provision of 3% is likely to be entirely taken up.

CPZ Parking Permits

2.3.7 **Figure 0.1** shows the extent and hours of operation for the existing CPZ within the local area.

Figure 0.1 CPZ Zones in the vicinity of CRE



2.3.8 It is anticipated that a condition or S106 obligation will be required to prevent residents from purchasing parking permits for the surrounding CPZ's or for any future CPZ that are implemented in the future other than a newly created CPZ zone covering the masterplan area.

2.3.9 The development will not impact upon the existing on-street parking provision.

Management Plan Measures

3.1 Summary

3.1.1 This section of the report considers the measures to be implemented as part of the management of car parking demand generated by the development. The measures set out below apply to Phase 1 (detailed element) of the proposed development.

3.2 Residential Car Park Layout / Marking

3.2.1 The car parking areas that will serve residents parking only are located throughout the site, as shown in Section 0.

3.2.2 The disabled spaces are to be demarcated, a protected hatched area and appropriate road markings will identify the spaces. The proposed locations of the disabled parking spaces are in close proximity to the main building entrances. All other spaces will be demarcated – the exact nature will be determined as the detailed design of the parking areas is developed.

3.2.3 Electric vehicle charging points (EVCP) will be provided for 20% of the parking spaces, with a total of 25 active EVCP's and 101 passive EVCP's.

3.3 Allocation of Residential Spaces

3.3.1 Any existing social tenants who are being re-housed will be permitted use of one parking space per household if they own a vehicle, in line with the landlord offer. These will be allocated spaces. Should any existing residents who have been rehoused subsequently leave any further occupiers will be not be allocated a parking space but can obtain a right to park in any permitted space.

3.3.2 For new residents parking spaces will not be allocated to any household, rather a right to park will be in effect allowing residents to park in any permitted space.

3.3.3 It is anticipated that space will then be allocated on first come first served basis with new residents purchasing a property within the site able to purchase a right to park if any spaces remain available.

3.3.4 This provides flexibility in the parking provision as it provides the right to use the parking space but not future ownership. Furthermore, all residents who live on the site are restricted from purchasing a parking permit for all surrounding CPZ zones.

3.3.5 Spaces will be clearly signed e.g. wall mounted signage, painted demarcation on the hard surface, or by another method. All residents receiving an allocated space will also be issued with a permit for display in their vehicle when parked on-site.

3.3.6 3% of spaces are disabled spaces and have been specifically set aside as part of the scheme.

3.3.7 As indicated above, these spaces are enhanced for the purposes of assisting disabled drivers / passengers entering or leaving the vehicles. Given the nature of the proposals, it is not

proposed to allocate these spaces in the first instance. Any resident fulfilling blue badge criteria, however, will be allocated one of these spaces. It is anticipated that the proportion fulfilling the criteria will not exceed the available provision or demand for disabled space.

- 3.3.8 Allocated disabled spaces will be retained for use by appropriate individuals. In the event that none, or only some residents are eligible disabled badge holders, the remaining disabled spaces will remain unallocated and not issued for use by other car park users. The additional benefit of this approach is the ability to issue a space to new disabled resident who may move to the site and require a space immediately, and the availability of a disabled space for pick-up and drop-off purposes.
- 3.3.9 At this point in time the management of the parking areas has not yet been determined in terms of the parking enforcement responsibility

3.4 Access to Residential Parking Spaces

- 3.4.1 The vehicular accesses will have passive surveillance and will be maintained and kept clear.
- 3.4.2 Access to basement/podium/undercroft car parking areas for residents will be controlled, although specific nature of the control has yet to be confirmed through detailed design. It is likely to take the form of either ANPR or key fob access, providing a vehicle gate which only registered users are able to activate.
- 3.4.3 Control of parking spaces on street level will depend upon whether the spaces are in private parking courts or on publicly maintained streets.
- 3.4.4 Control of private parking areas will be confirmed through the detailed design process but is likely to involve a 'Permit' for each vehicle. This could be a physical permit or an electronic permit using ANPR, or a similar method of control as the basement parking areas as outlined above.
- 3.4.5 Control of parking spaces on adopted highway is discussed in section 3.6.

3.5 Management of Private Parking Areas

- 3.5.1 In order for the system to operate effectively, it must be monitored and enforced appropriately. The strategy for the management of the estate will be developed in due course as part of a Detailed Car Park Management Plan. In addition it is expected that the leases and tenancy agreements for the properties will include provisions requiring that the residents adhere to the estates car parking management rules and procedures as well as any S106 obligations regarding the purchase of permits within the existing or future CPZs.
- 3.5.2 How the private parking spaces will be managed and enforced has not been determined at this stage. However, it is likely that some activities within the parking area will require some enforcement. Where enforcement could be required might include:
- Vehicle not authorised to park.
 - Vehicle not parked in a correct space (disabled space).

- Vehicle not parking within a demarcated space, but otherwise authorised.
- Vehicle parking inappropriately and liable to cause obstruction.

3.5.3 The activities in terms of what will constitute enforcement activity will be outlined in more detail within a Detailed Car Park Management Plan which is expected to be a condition of any planning permission.

3.5.4 Further detail will be provided in a Detailed Car Park Management Plan which will outline measures which could be adopted in terms of management and enforcement

3.6 Controlled Parking Zone

3.6.1 Whilst the extent of adoption of roads within the estate will be determined at a later stage it is intended that all roads will be constructed to adoptable standards. It is proposed that RBK implement a new CPZ within the site boundary on any roads that become part of the public highway. This will result in the following benefits for management of car parking provision:

- The removal of traffic which currently uses the estate for daytime parking (refer to the TA for more information on this).
- Overspill parking will not occur into any other existing CPZ, because returning and new residents will not be allowed to purchase a permit for any other zone except the new zone created for the site.

3.6.2 RBK as highway authority will manage the allocation of permits as per their policies and procedures.

3.6.3 An appropriate financial contribution will be made to RBK as highway authority for them to undertake parking surveys and determine whether any new or revised CPZ's are required beyond the estate to prevent any potential overspill parking.

3.6.4 Other than existing residents who are being re-housed a financial contribution will be made to RBK to prevent any future residents of the development from purchasing a permit for the existing or future CPZ's in the area other than the estate CPZ.

Ongoing Update and Revision

4.1 Summary

- 4.1.1 The Car Parking Management Plan and the associated measures set out in this document have been developed to be appropriate for the development and the prevailing conditions in terms of car ownership and travel patterns.
- 4.1.2 Nonetheless the Plan itself remains a live document and it is anticipated that measures set out within it will evolve to best suit the needs of residents, the operators of the site and the wider users of the highway network.
- 4.1.3 It is not envisaged that a formal review process is needed for the Management Plan; rather key changes will arise through feedback from key stakeholders, including the residents, the Council and parking management or control subcontractors.

4.2 Integration with Travel Plan

- 4.2.1 This Plan will operate in parallel to a Residential Travel Plan to be implemented at the development. This provides a valuable framework for monitoring the CPMP, particularly those aspects which relate to stakeholder responses.
- 4.2.2 It is therefore envisaged that the Travel Plan monitoring process, which is likely to include periodic surveys of the travel behaviour of residents, will include categories to determine the suitability of the management of the car parking.
- 4.2.3 Residential Travel Plan measures will enable and encourage residents to reduce car usage whilst maintaining access to a car at appropriate times when walking, cycling or public transport may not be appropriate.

4.3 Review of Allocation Process

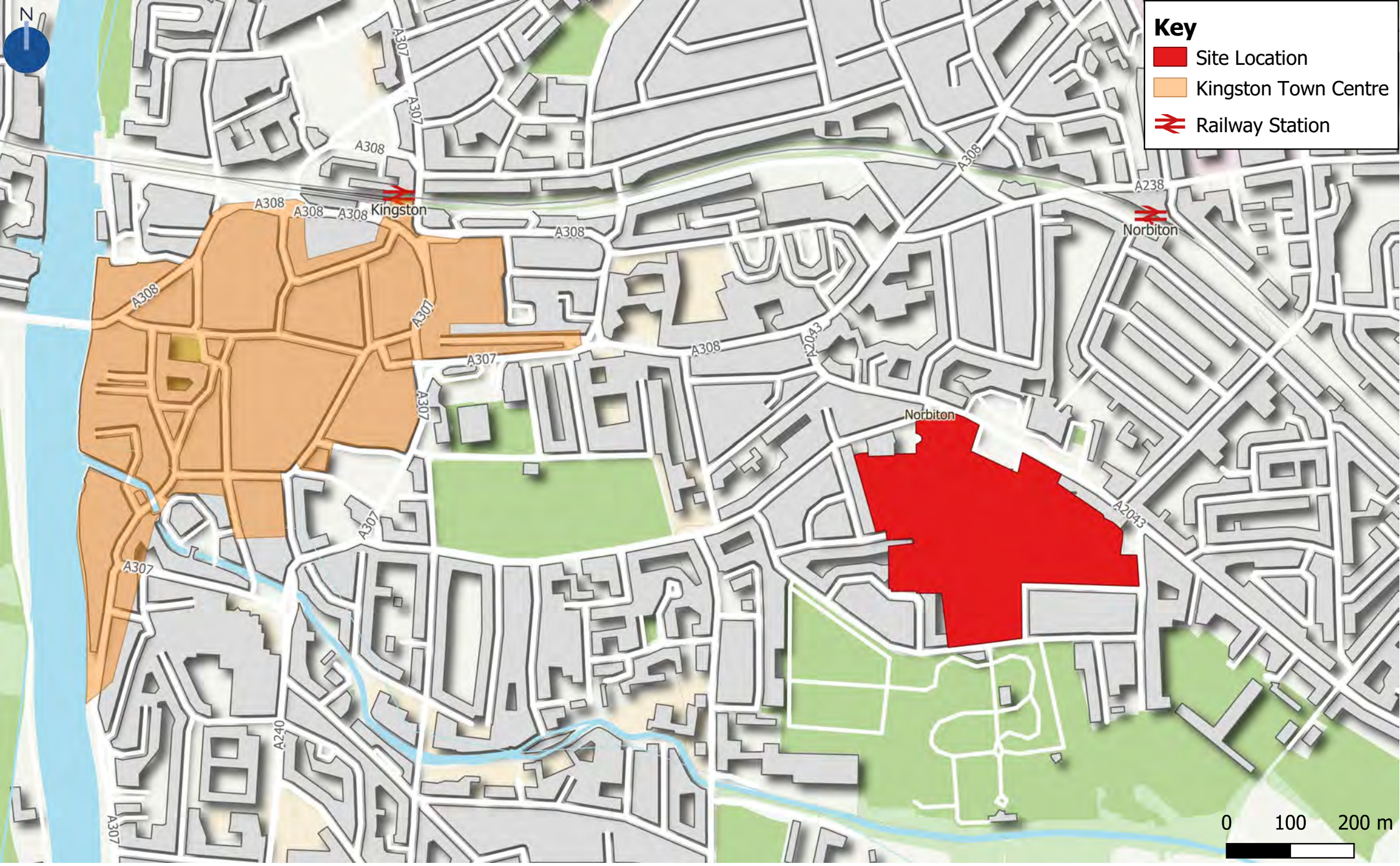
- 4.3.1 It is not envisaged that the priority to disabled users will change.
- 4.3.2 In the longer term, if there is potential for demand for car parking to drop, the criteria and allocation process may require appropriate revision.

4.4 Monitoring of Enforcement

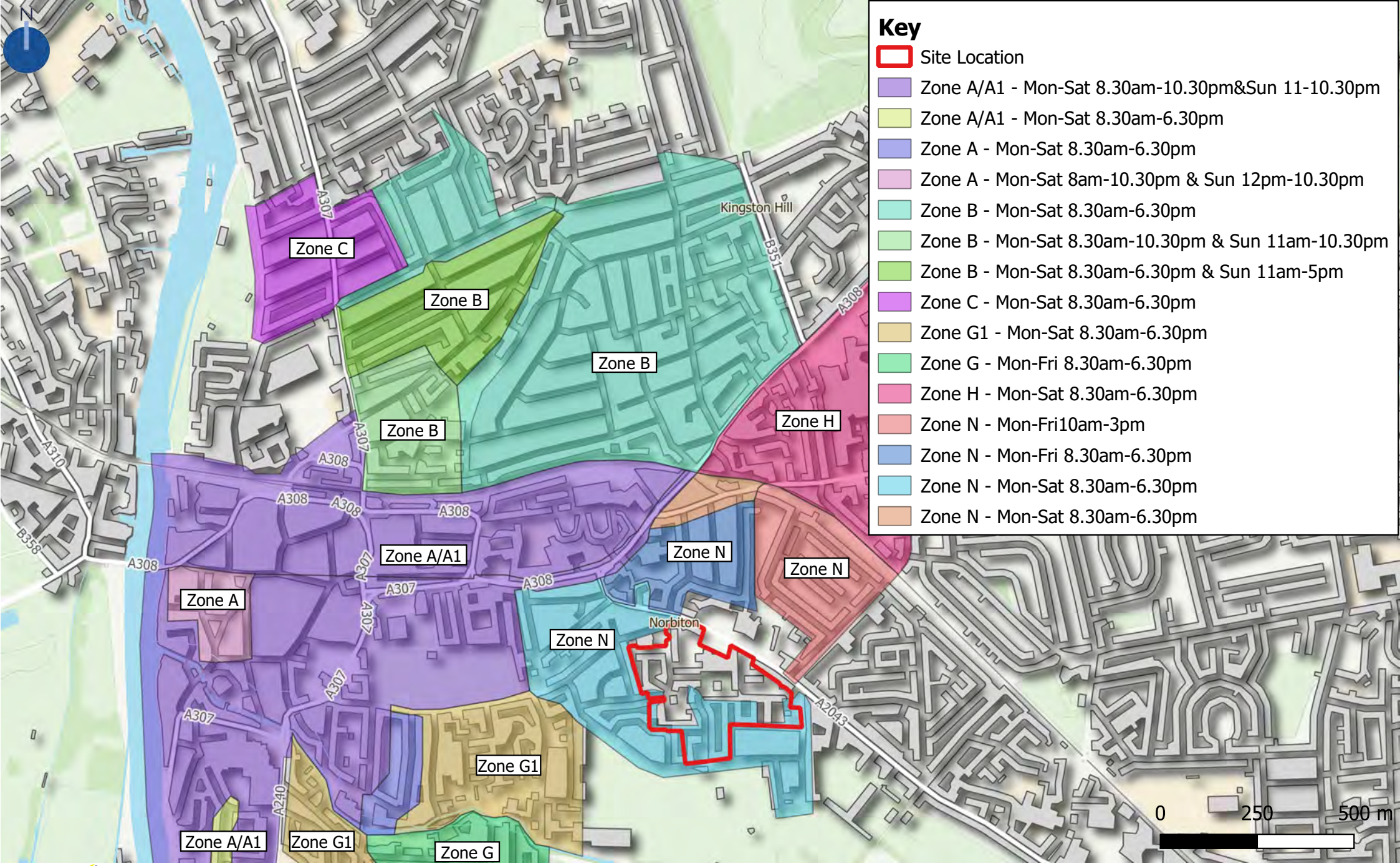
Throughout the life of the development, Cambridge Road (RBK) LLP or its appointed representative will continue to monitor the enforcement activities carried out by the management or subcontractor in order to ensure that it is conducted in accordance with the agreed approach.

FIGURES

- Figure 1.1 Site Context Plan
- Figure 2.1 CPZ Zones in the vicinity of CRE



Cambridge Road Estate
Figure 1.1: Site Context Plan



Cambridge Road Estate
 Figure 2.1: Existing CPZ Zones

The Design Team

ACD Environmental

Arboricultural consultant

Architecture in Perspective

Visualisation artist

AWA Consulting

MEP engineer

Base Models

Physical modelmaker

Barton Willmore

Planning consultant

Environmental Impact Assessment

Townscape Impact Assessment

Countryside Properties

Developer

CTP Consulting

Structural & Civil engineer

David Bonnett Associates

Access and Inclusive Design consultant

Ensafe

Air Quality consultants

GIA

Daylight / Sunlight / RoL consultant

Greengage Environmental

Ecology and biodiversity consultant

Hodkinson Consulting

Sustainability / Energy consultant

H+H Fire

Fire consultant

Markides

Transport consultant

Patel Taylor

Architect / Landscape Architect

Pipers

Physical modelmaker

Realm

Visualisation and verified views

Royal Borough of Kingston Upon Thames

Project Joint Venture partner

Soundings

Community engagement consultant

SRE

Wind and microclimate consultant

Terence O'Rourke

Archaeology and heritage consultant

ULL Property

Viability consultant

WYG

Noise and vibration

Cambridge Road Estate



48 Rawstorne Street
London EC1V 7ND
T +44 (0)20 7278 2323
pt@pateltaylor.co.uk
www.pateltaylor.co.uk

Pankaj Patel MBE
Andrew Taylor

Patel Taylor Architects Ltd
Registered in England and Wales
Number 5096844