



TRIBE AVONMOUTH HOUSE LTD

PROPOSED MIXED USE DEVELOPMENT:

**AVONMOUTH HOUSE, 6 AVONMOUTH STREET
LONDON BOROUGH OF SOUTHWARK**

CAR PARK MANAGEMENT PLAN

**REPORT REFERENCE NO 2102760-11
PROJECT NO. 2102760
OCTOBER 2021**

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APPENDICES

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DOCUMENT CONTROL SHEET

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1.0 INTRODUCTION

1.1 Ardent Consulting Engineers (ACE) has been appointed by Tribe Avonmouth House Ltd to advise on the highways/transportation aspects of the proposed redevelopment of Avonmouth House, 6 Avonmouth Street in the London Borough of Southwark (LBS).

1.2 This Car Park Management Plan (CPMP) has been prepared to support a planning application to LBS for:

"Demolition of existing building and structures and erection of a part 2, part 7, part 14, part 16 storey plus basement mixed-use development comprising 1733sqm (GIA) of space for Class E employment use and/or community health hub and/or Class F1(a) education use and 233 purpose-built student residential rooms with associated amenity space and public realm works, car and cycle parking, and ancillary infrastructure."

1.3 Following approval of this CPMP the end occupier/management company will be responsible for ensuring the document is updated as and when necessary to include any amendments, revisions or improvements to the parking supply, permit allocation or regulatory framework.

1.4 Once the site is occupied, the measures set out in this CPMP will be implemented and overseen by the end occupier, assisted by an appointed management company who will oversee the day-to-day management of the site as necessary.

1.5 These parties will follow the British Parking Association (BPA) Code of Conduct for the control and enforcement of parking within the private roads/car parks. In this regard, it is noted that:

"The main objective of the Code is to make sure that operators act responsibly, effectively and efficiently when they...enforce the

terms and conditions of parking in private car parks...or...are deterring the illegal or unauthorised parking on private land” (BPA Approved Operator Scheme Code of Conduct).

1.6 Following this introduction, the remainder of this report is structured as follows:-

- **Section 2.0** sets out details relating to the site location, including existing parking opportunities and a brief summary of accessibility by sustainable non-car modes of travel;
- **Section 3.0** provides an overview of the development proposals, including details of the on-site car parking provision;
- **Section 4.0** provides details of the parking management policies that will be implemented at the site, such as allocated parking and access restrictions; and
- **Section 5.0** sets out measures for monitoring of parking and enforcement actions that will be implemented to address any problems arising from unpermitted/obstructive parking on-site.

2.0 SITE LOCATION AND LOCAL PARKING CONDITIONS

- 2.1 The application site is bound by Avonmouth Street to the north, south and east and existing mixed land uses fronting Newington Causeway to the west.
- 2.2 **Plate 2.1** illustrate the site's location in relation to the local highway.

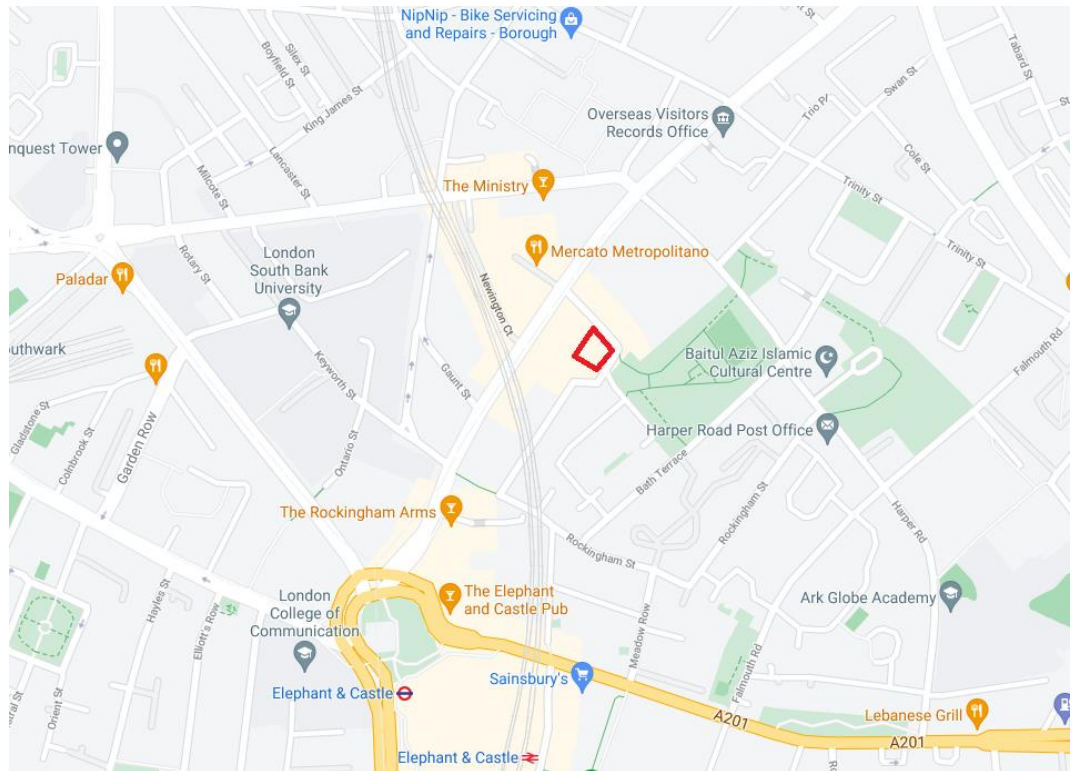


Plate 2.1: Site Location Plan (Google Maps)

Local Highway Network

- 2.3 Avonmouth Street is a quiet side road providing access to the site and a number of commercial and residential properties. Pedestrian footways and street lighting are provided on both sides of the carriageway and it is subject to a 20mph speed limit. Traffic calming in the form of a raised table with surface treatment is located adjacent the eastern corner of the site where Avonmouth Wraps around the site.

- 2.4 Avonmouth Street connects with Newington Causeway at a priority T-junction to the north of the site and becomes known as Tiverton Street to the southwest after wrapping around the site, which in turns connects with Rockingham Street further south.

On-Street Car Parking

- 2.5 Roads in the vicinity incorporate waiting and parking restrictions. The site lies within the Newington Controlled Parking Zone (CPZ) which operates during hours between 08:30 and 18:30.
- 2.6 Avonmouth Street benefits from extensive parking restrictions though some on street permit / pay and display parking is provided to the east of the site and to the west as the road wraps around the site.

3.0 SITE DESCRIPTION AND ACCESSIBILITY CREDENTIALS

- 3.1 The development proposal seek to provide 223 bedrooms of student accommodation, and 1,733sqm (GFA) of flexible commercial / health hub / education space.
- 3.2 The site layout plans are included at **Appendix A**.
- 3.3 The proposals are to be car-free with the exception of a single disabled parking bay located on site.
- 3.4 The TA includes a detailed review of the existing opportunities for travel by walking, cycling and public transport to/from the site. It concluded that the existing infrastructure will be suitable to accommodate the potential increase in non-car trips generated by the development, and minimise reliance on car travel.
- 3.5 Key routes to and from the site are served by footways and incorporate suitably located crossings in the vicinity, whilst there are also cycle routes available locally too.
- 3.6 Footways are provided on both sides of the roads in the immediate vicinity, all of which are lit. Footways along Newington Causeway are particularly wide to allow for considerable pedestrian movement whilst pedestrian footways along the eastern boundary of the site are to be improved as a result of the proposals.
- 3.7 In terms of pedestrian facilities, there is a zebra crossing across Newington Causeway immediately adjacent the Avonmouth Street junction. Signalised crossings are provided at the Newington Causeway / Borough Road / Harper Road junction to the north.
- 3.8 An on-street bus and cycle lane is provided on the both sides of the A3 Newington Causeway. Cycle superhighway 7, which connects Clapham with the City of London, passes the site approximately 400

metres to the west and provides convenient connections to other TfL cycling infrastructure including Cycle Superhighway 3.

- 3.9 The site also has good access to nearby public transport services, with bus rail and bus services available locally. There are bus stops located immediately adjacent to the Avonmouth Street and Newington Causeway Junction. These stops are known as the Inner London Crown Court stops and are served by the 35, 133, 343 and C10 services as well as the N133 and N343 night bus services.
- 3.10 The site is situated within a convenient walk/cycle of Elephant & Castle Underground and National Rail Stations.
- 3.11 Within the local area there are three permanent car club bays under operation by ZipCar.
- 3.12 ZipCar estimate that on average every ZipCar vehicle removes 20 privately owned cars off the roads because members often sell and do not replace their own car after they join (Car Plus Annual Survey for TfL 2009-2010).
- 3.13 The proximity to local transport links is very good which is encouraging for the car club's chances of success, as synergy with public transport links is a key contributor to good car club performance.
- 3.14 A Framework Travel Plan has been produced for the development (**ACE Report reference: 2102760-07**), which includes a range of measures to encourage and facilitate travel by non-car modes by all users of the site. This should help to maximise the use of walking, cycling and public transport, thereby minimising demand for car parking at the site.

4.0 PARKING MANAGEMENT

4.1 This CPMP seeks to ensure that the following key objectives are achieved: -

- To ensure that the on-site car parking is used only by those permitted to do so;
- To ensure that the on-site car parking facilities are used efficiently; and
- To prevent any illegal or obstructive parking regularly occurring within the site, either within the car park or on the surrounding roads.

4.2 This CPMP will be overseen/implemented by an appointed maintenance/management contractor who will be responsible for day-to-day management duties at the site (e.g. general maintenance, security, caretaking etc.).

Parking allocation and permits

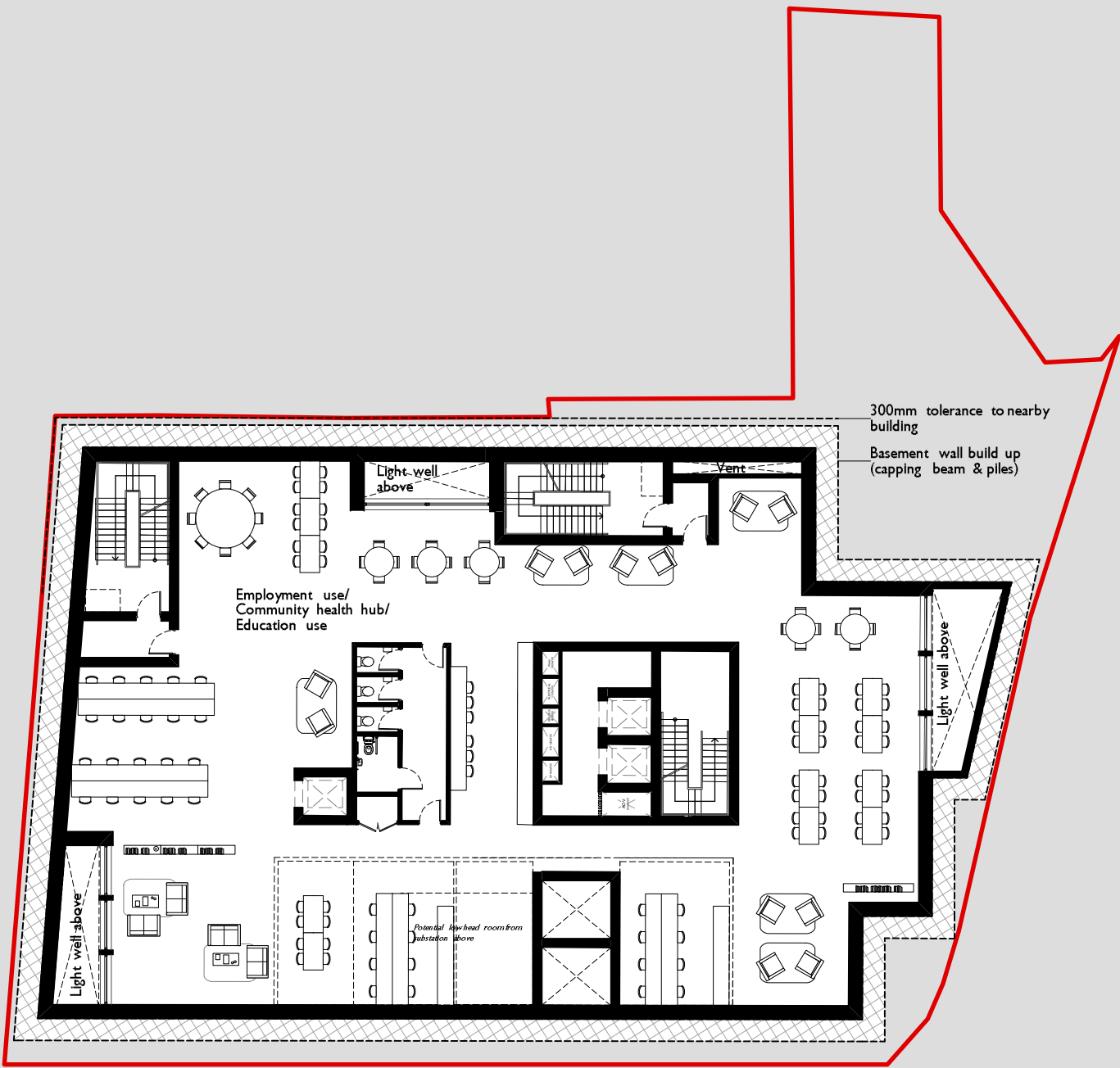
4.3 Given general parking is not permitted, the focus of this CPMP will entirely be on the disabled parking bay. It is anticipated that if necessary this space could be allocated to a specific student to meet need and allocated on a per semester basis as required.

4.4 Suitable signage will be provided to ensure it is clear how this space is allocated at any given time, which will be coupled with private parking enforcement and management by the on-site staff as necessary.

5.0 PARKING ENFORCEMENT & FUTURE MONITORING

- 5.1 This section considers a number of potential enforcement measures and recommends those which are considered to be suitable for preventing the unauthorised use of the space.
- 5.2 As part of the maintenance contractor's role in implementing and over-seeing the CPMP, they will be responsible for enforcing the parking restrictions set out within this document. This will relate to the use of the parking space on the site, as well as the prevalence of any informal or inappropriate parking.
- 5.3 Since there is likely to be a regular change in student occupiers, the student management company/maintenance contractor will monitor use of the parking space provided and local conditions to identify if there are any issues arising from the proposals.
- 5.4 If necessary, warning notices will be issued to vehicles that are inappropriately parked whilst students will be notified through the appropriate means if identified as parking inappropriately.

Appendix A



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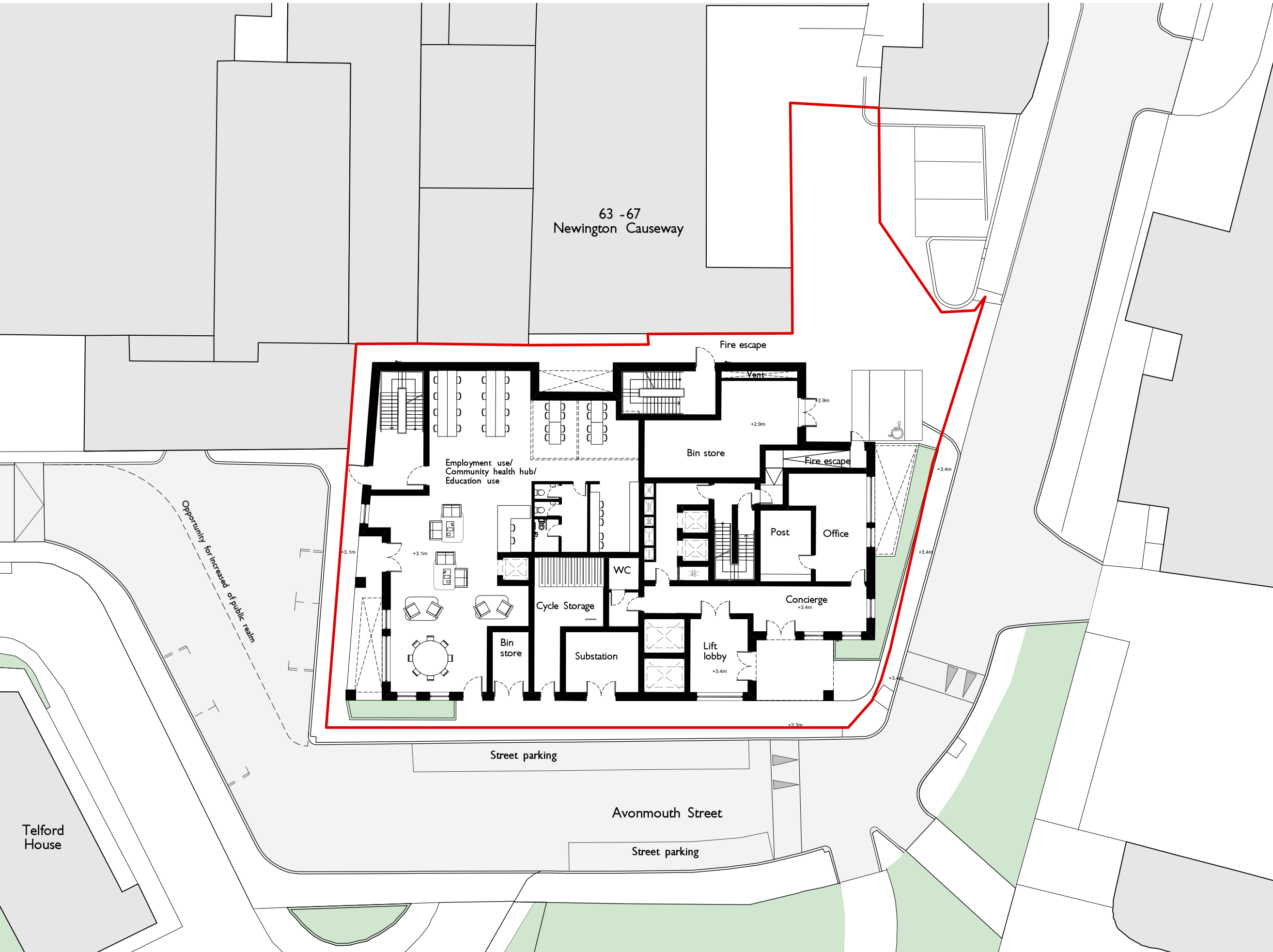
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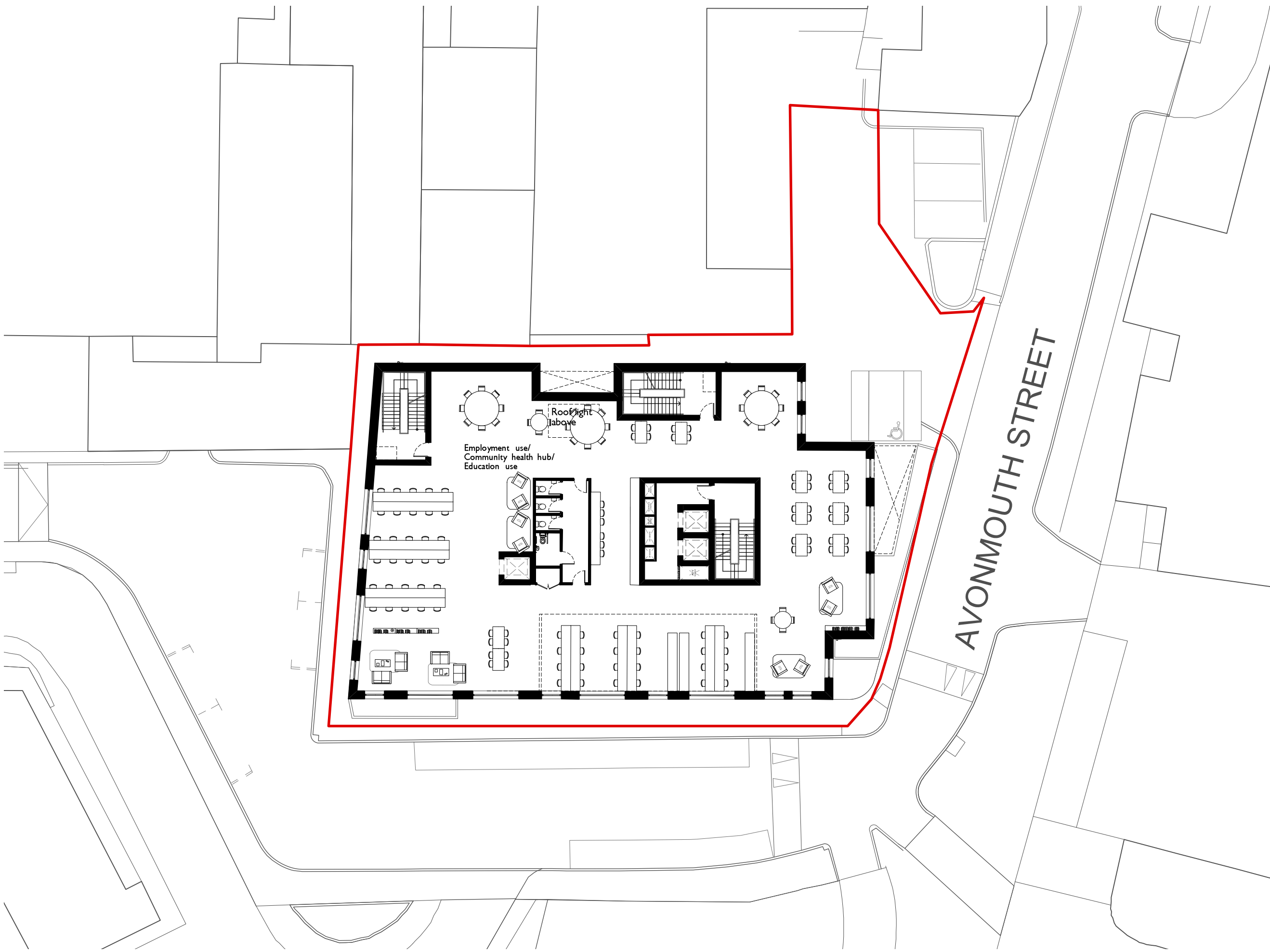
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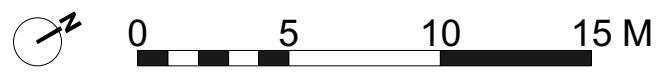
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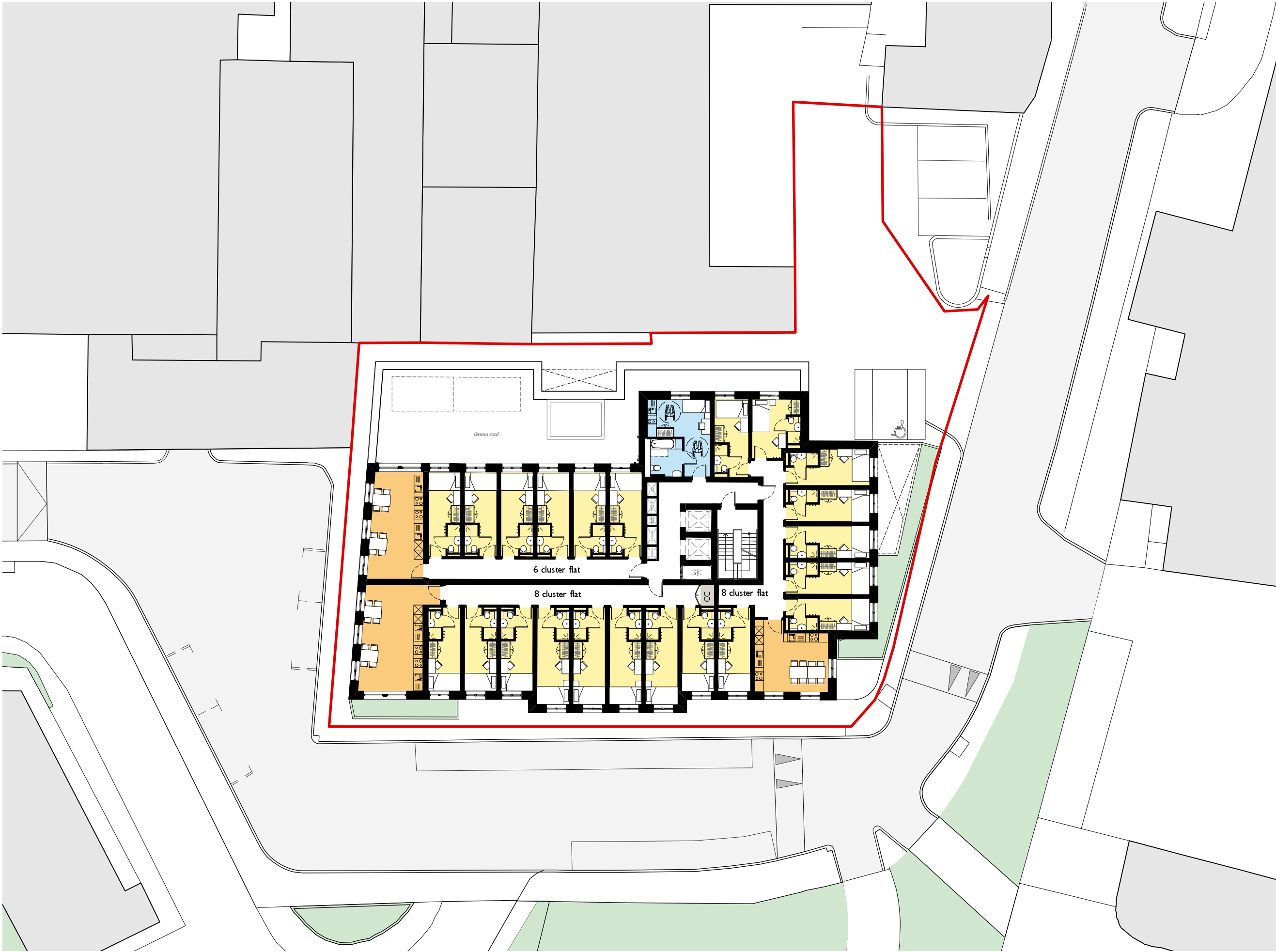
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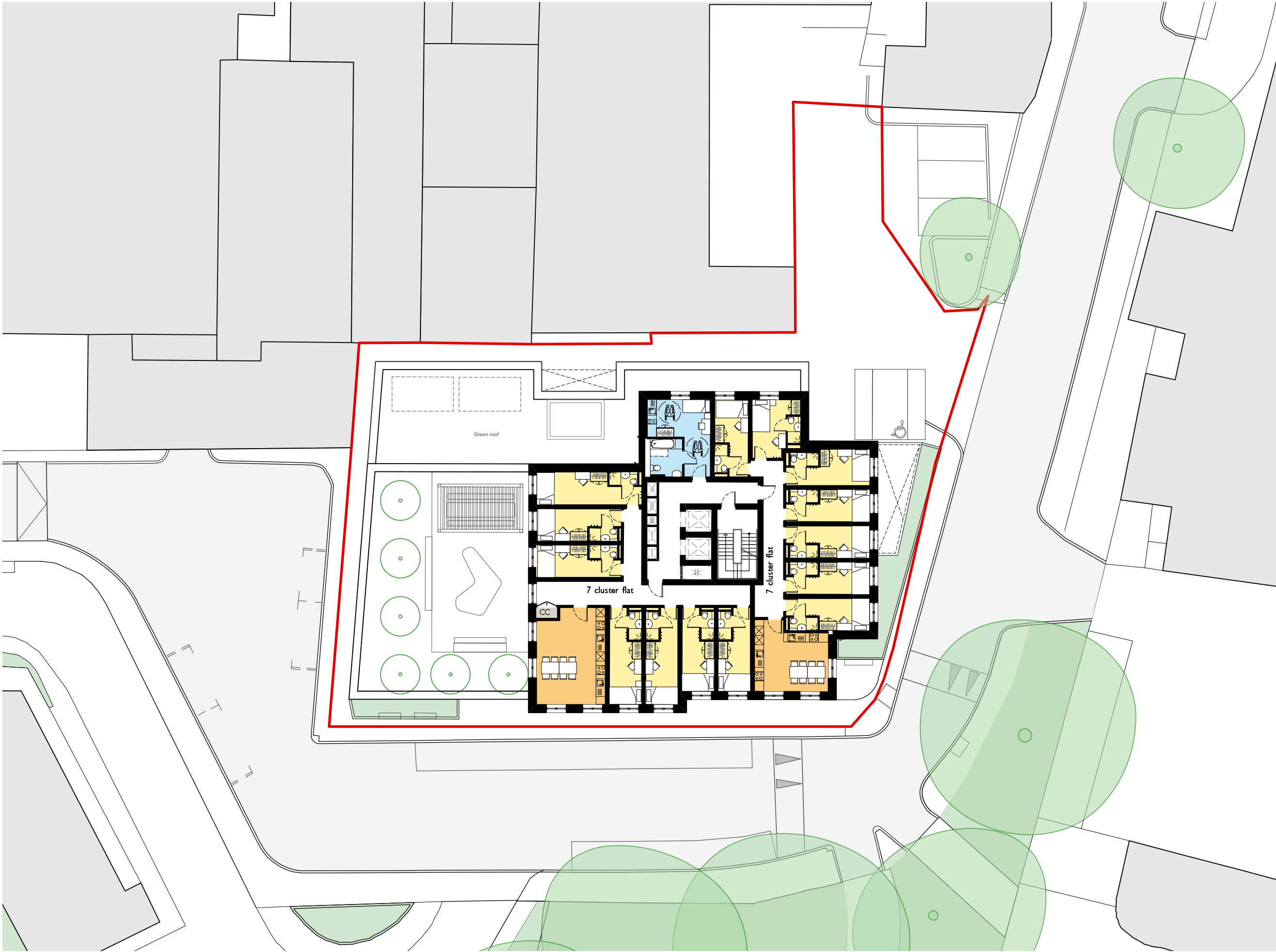
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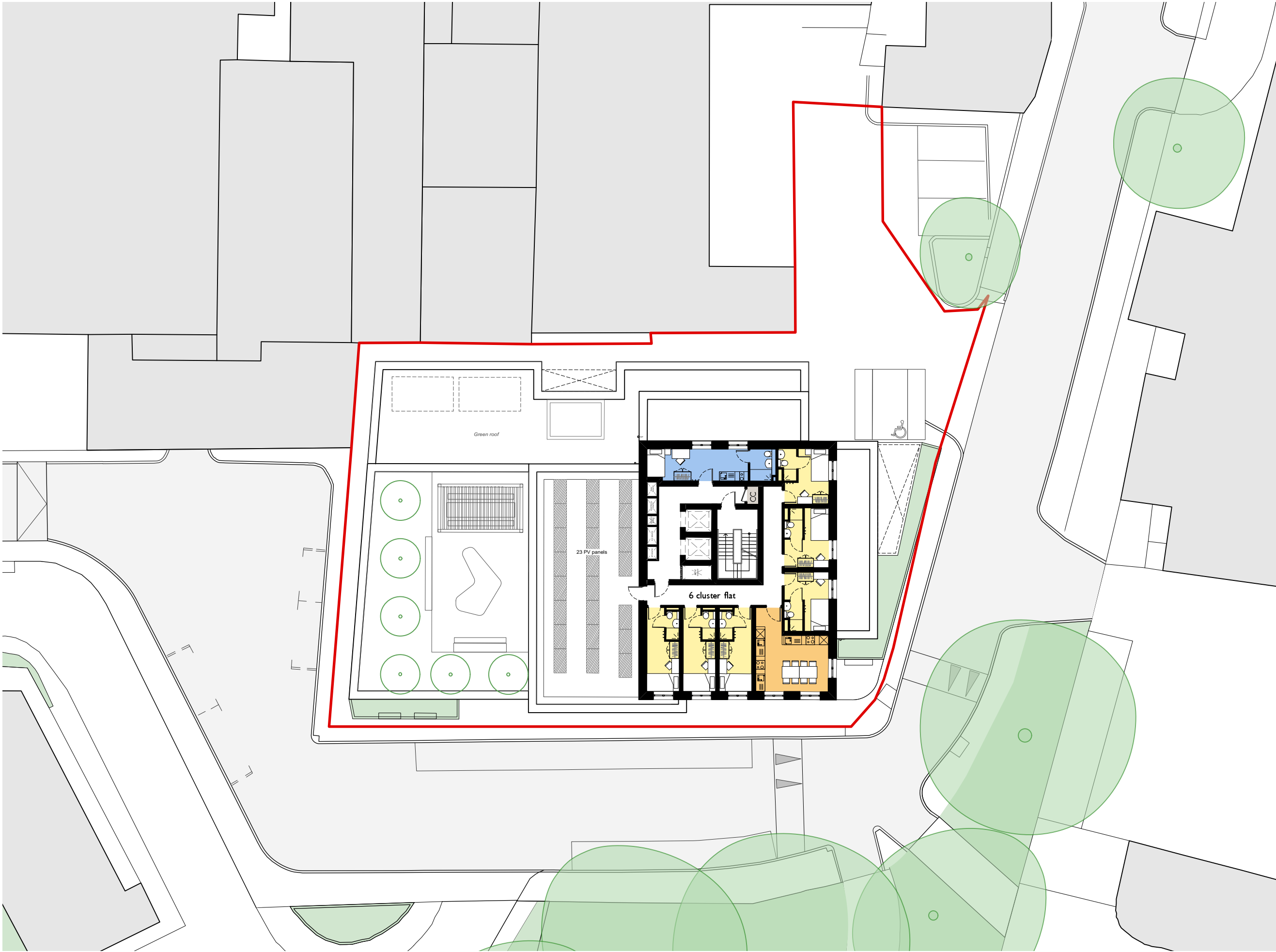
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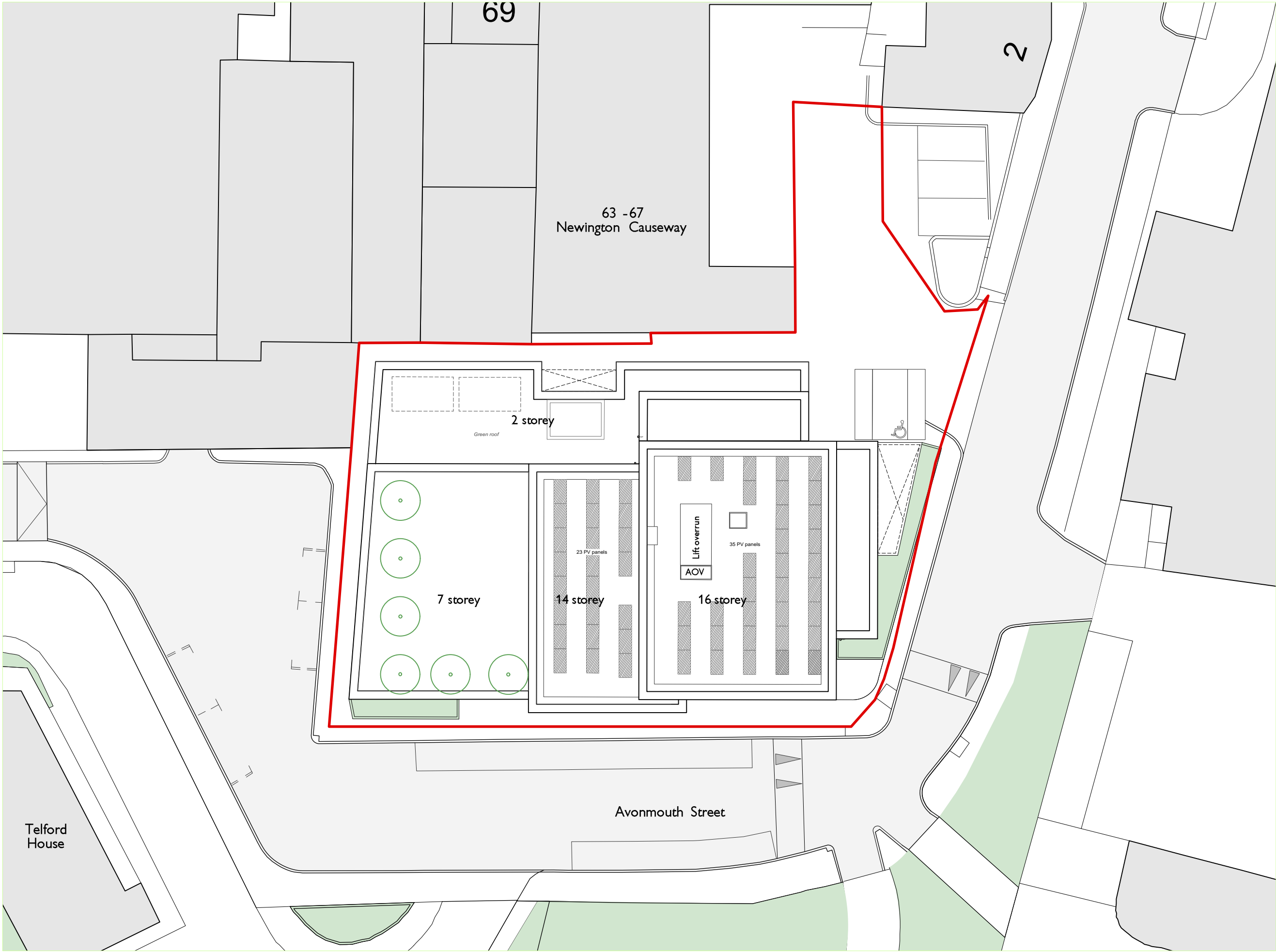
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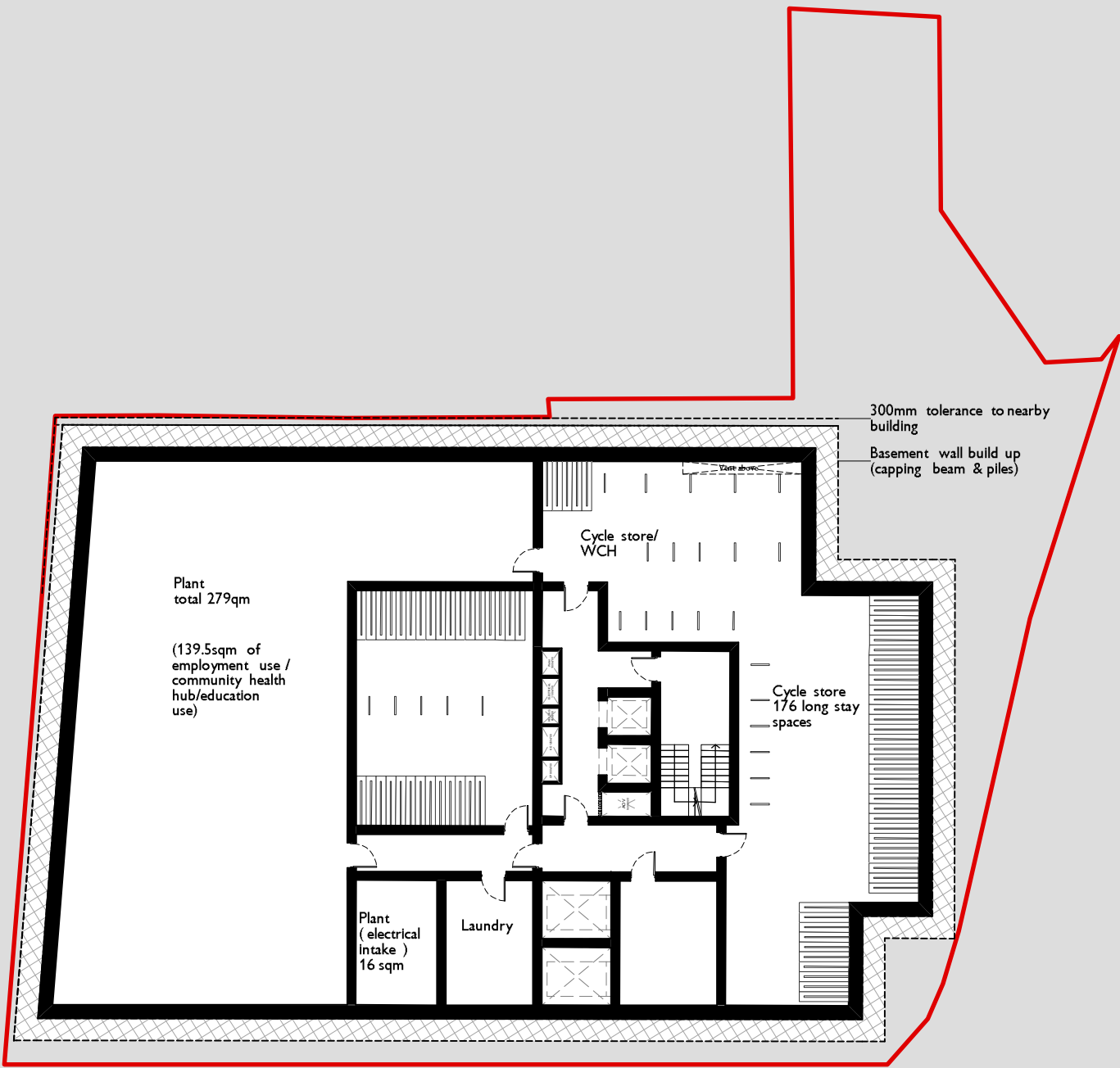
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