



Car Parking Management Plan

41-49 & 49-59 Battersea Park Road, Wandsworth

Watkin Jones Group

7-9 Swallow Street, London, W1B 4DE

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Basis of Report

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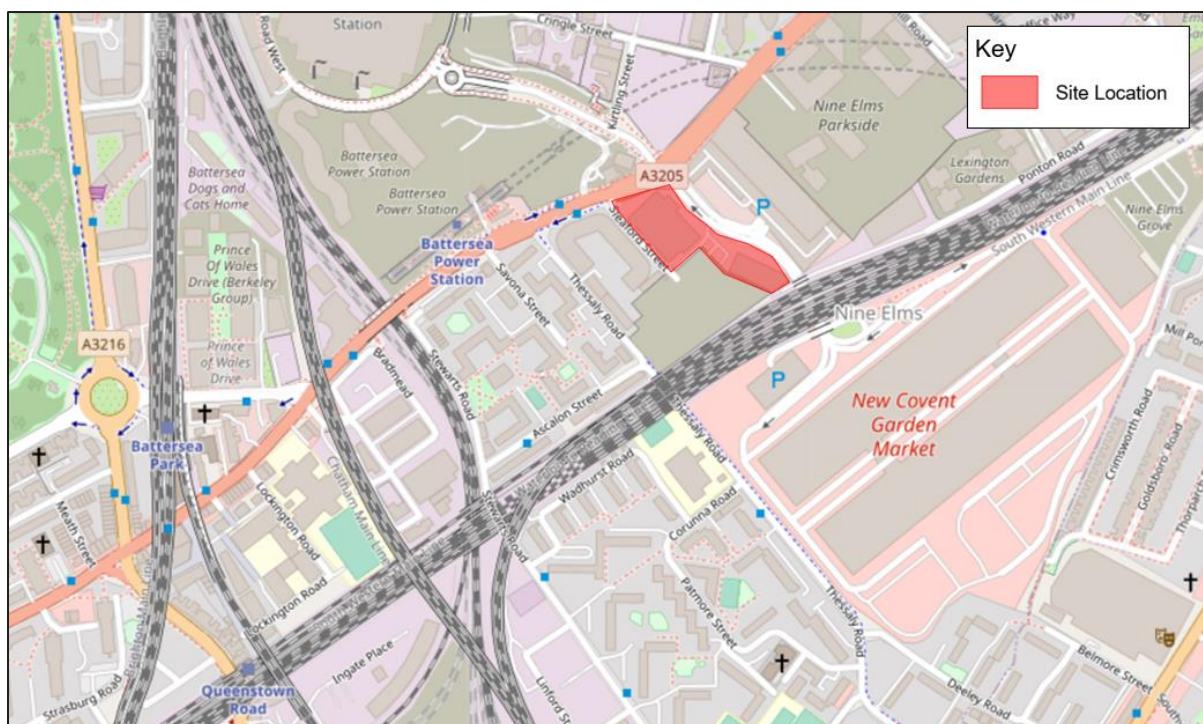
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1.0 Introduction

- 1.1 SLR has been appointed by Watkin Jones Group to provide highways and transport advice in relation to a full planning application for mixed use residential development located at 41 – 49 Battersea Park Road and 49 - 59 (BMW) Battersea Park Road Wandsworth. The development is located on the existing Bookers Wholesale Warehouse and former BMW Nine Elms Garage. The site is located within the London Borough of Wandsworth (LBW).
- 1.2 The proposals seek to develop the site for a mix of circa. 762 student accommodation units and 55 affordable housing units spread across three blocks, with associated commercial space at ground floor level. The site is proposed to be car-free in nature, with the exception of Blue Badge parking spaces and one car club space. Cycling parking will be provided in accordance with adopted London Plan standards (2021).
- 1.3 The site is bound to the north by Battersea Park Road, east by New Covent Garden Market Access Road, south by a railway line operated by South Western Railway and west by ongoing development related to the Battersea Power Station Phase 4a planning permission. The location of the site is shown within **Figure 1.1** below.

Figure 1.1: Site Location Plan



- 1.4 The site has an extant permission for redevelopment under Use Classes A1 – A5, C3 and B1 which was granted by Wandsworth Borough Council (WBC) in March 2019 (Planning Reference: 2015/6813). The permitted development comprises:

“Demolition of all existing buildings and construction of new buildings of between 5 storeys and 18 storeys, containing 307 residential units, business (Class B1) floorspace and flexible retail/restaurant and cafe/business floorspace (Class A1-A5 and B1), CHP basement, vehicle and cycle parking, plant and associated works, landscaping and a new access onto Sleaford Street”.



This Document

- 1.5 This Car Parking Management Plan (CPMP) has been drafted in accordance with relevant guidance and will remain a live document which will evolve over time to ensure that the objectives are met in the most appropriate manner.
- 1.6 Following this introduction, this report includes:
 - An overview of how car parking will be provided, including how the spaces will be allocated between the different house types; and
 - Details of how the car park will be managed.



2.0 Car Park Layout

2.1 The proposed development will be car-free with the exception of 4 Blue Badge spaces and 1 Car Club space.

Parking Provision

2.2 The Blue Badge parking and Car Club space will be provided on Sleaford Street. The car parking layout is shown in **Figure 2.1**.

2.3 The car parking spaces are provided as follows:

- 1 Car Club Space;
- 1 Student Blue Badge Space;
- 1 Commercial Blue Badge Space; and
- 2 Residential Blue Badge Spaces

Figure 2.1: Car Parking Layout Plan



- 2.4 The Blue Badge bays will be provided from the outset, in accordance with Policy T6.5 'Non-Residential Disabled Persons Parking' of the London Plan which requires 3% of residential dwellings to have at least 1 bay per dwelling.
- 2.5 The car club space has been provided in accordance with the Schedule 3 of the S106 agreement from the extant permission which states that 1 space is to be provided along Sleaford Street. This also adheres to the NE2 site allocation requirement set out within the LBW emerging local plan. The car club space will deliver a scheme for car sharing and will be made available to occupiers/residents of the site and general members of the public who wish to become members of the scheme.
- 2.6 All parking spaces will be fitted with active electric vehicle charging facilities.

Cycle Provision

- 2.7 Cycle parking will be provided on site for the residential, student accommodation and commercial uses in line with adopted London Plan policy.
- 2.8 In each of the buildings there will be dedicated, secure cycle stores containing a total of 678 long-stay spaces. Within building 1 (residential), 104 long-stay spaces will be provided for the residential aspect of the scheme, and 572 long-stay spaces across Buildings 2 and 3 for the student accommodation.
- 2.9 An additional 25 Sheffield stands (50 spaces) will be provided for visitors within the public realm. This comprises 3 short-stay spaces for the residents, 19 short-stay spaces for the students, and 28 short-stay spaces for the commercial uses.



3.0 Management

Management Company

- 3.1 The appointed management company will manage the site and will oversee the allocation and leasing of the blue badge spaces at first occupation of any residential or student units. They will be responsible for issuing permits to residents relating to specific spaces.
- 3.2 The management company will install signs along Sleaford Street in proximity to the spaces, which will display the parking restrictions on site which will be clearly viewable from the street.
- 3.3 The management company will enforce a ticketing system for any cars reported parking in spaces without a relevant permit. This can be revoked upon proof the owner failed to display their permit by mistake.

Moving In / Out Management

- 3.4 In relation to student moving in/out times, the two loading bays and through-route will be used for loading/unloading, these locations are shown at **Figure 3.1**.

Figure 3.1: Student Move in/Move out Parking Locations



- 3.5 A moving day strategy will be developed by the on-site management team to ensure vehicle movements do not impede the public highway.
- 3.6 Prior to arrival at the site, all residents will be contacted by email to confirm the arrival arrangements and move-in procedure. This will include travel information with regard to key airports, main line railway stations and the local Battersea Power Station tube station. The cost of taxis from these key arrival hubs would also be provided. Information relating to the cost of public car parking facilities close to the site will also be provided.
- 3.7 In order to reduce the total impact of the site on the local transport network students will be able occupy their accommodation up to three days before their tenancy starts at no additional charge. This would ensure that the arrivals are spread over a three-day period, as opposed to a single day. Furthermore, in order to minimise the highways impact, a booking system would be implemented that would require residents to book an arrival slot helping to spread arrivals across the three days. Limited time slots would be built into the system to avoid congested arrival periods.
- 3.8 All residents will also be informed about local car parks before they arrive. It will be advised that if residents arrive early they should park away from the site before they have been checked. This will help to minimise congestion around the site. In addition, once a resident arrives at the site, they will be met at reception and checked in within a couple of minutes, they will then be advised as to where they can park at the site. This quick turnaround time will reduce vehicle dwell time at the site.
- 3.9 In order to manage traffic on the day, additional staff will be employed for the move in days to help manage congestion and to help direct residents quickly to their accommodation. Furthermore, the site management will liaise with the local police and traffic management bodies to agree a strategy to avoid blocked roads and parking problems.
- 3.10 The move out process would be managed in a similar fashion to the move in process, and students would be expected to confirm their move out times and dates. Notwithstanding this, students would be expected to move-out over a longer period at the end of term and as such a lower number of movements would be expected for move-out days when compared to move-in days.
- 3.11 Students would not need to move their belongings out over the Christmas and Easter holidays meaning that students would only move in and out once a year.

Reporting Mechanism

- 3.12 Leaseholders and tenants will be sent a welcome letter including instructions around how to report a rogue vehicle if necessary.
- 3.13 In addition, the car park management signage will also display the company contact details including phone number and email address.



