



Proposed Redevelopment
146-156 Brixton Hill and 5-6 Waterworks
Road, London, SW12 1SE

Discharge of Condition 24 - Parking Design
and Management Plan

For

AG Bloom LML B.V

Document Control Sheet

Proposed Redevelopment

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This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 Motion has been appointed by AG Bloom LML B.V to prepare this Parking Design and Management Plan (PDMP) to support a planning application at 146-156 Brixton Hill Units 5-6 Waterworks Road, Brixton, Lambeth. This document sets out the parking design and management plan to be adopted by the building occupiers/site management team when the development is operational. Planning permission (ref. 21/04767/FUL) was granted on 22nd September 2022 for the redevelopment of the Site for the following:

“Demolition of the existing buildings and redevelopment of the site to provide a multi-storey urban industrial and logistics estate comprising 2, two-storey buildings in Use Classes E (research and development of products or processes, or any industrial process suitable in residential areas), B2 (General Industrial), B8 (Storage or distribution) and Sui Generis (Dark Kitchen) together with cycle parking and disabled car parking provision, hard and soft landscaping and associated works”.

- 1.2 The site is located to the west of Brixton Hill, Brixton within a predominately residential area, although there are a number of industrial units within the immediate vicinity of the site. To the west of the site, there is a Thames Water plant, while to the north there is a Tesco Express. Jebb Avenue borders the south of the site.
- 1.3 In the wider context, the site is located 1.2km south of central Brixton, and 1.4km away from Brixton railway station. Other built-up areas in close proximity of the site include Clapham (1.8km away), Streatham (3.1 km away), Camberwell (3.7km away) and Dulwich (4.9km away).
- 1.4 The site currently contains a garage/tyre shop and a vacant building, which is believed to have, until recently, housed a community church.
- 1.5 This report has been prepared by Motion on behalf of AG Bloom LML B.V to discharge condition 24 attached to planning permission ref. 21/04767/FUL in respect of the proposed parking design and management of the site. Condition 24 reads:

“Prior to the occupation or use of any part of the development hereby approved, a Parking Design and Management Plan demonstrating how car parking will be managed and monitored to prevent unauthorised use of the disabled persons parking bays and meet disabled persons parking demand. The measures as approved shall be implemented prior to occupation of the development and thereafter be permanently retained.”

Site Location

- 1.6 The site is located immediately west of Brixton Hill, with Jebb Avenue running along the sites southern boundary and Waterworks Road bordering the north. To the west of the site is a Thames Water pumping station. The site location in relation to the surrounding area is shown in Figure 2.1.
- 1.7 The site is accessed from both Waterworks Road and Jebb Avenue. Both roads can only be accessed from the east, off Brixton Hill, a two-way road.
- 1.8 Jebb Avenue is a two-way road, which is predominantly used for access to HMP Brixton. Just 50m west of the junction with Brixton Hill, a barrier prevents unauthorised access to the prison, subsequently the road is quiet, with minimal traffic flows.
- 1.9 Waterworks Road can only be used to access the site, the Thames Water pumping house, and several nearby industrial buildings, subsequently the road is quiet and acts as a shared surface between cars, pedestrians and cyclists. There is a short section of footway on the southern side of the road between the Tesco store and the site access from Waterworks Road.
- 1.10 Brixton Hill (A23) is the main road through the area and provides a link between Brighton and central London. It has provisions for cyclists in the form of shared bus, taxi and cycle lane. The traffic moving along Brixton Hill is subject to a 30mph speed limit.

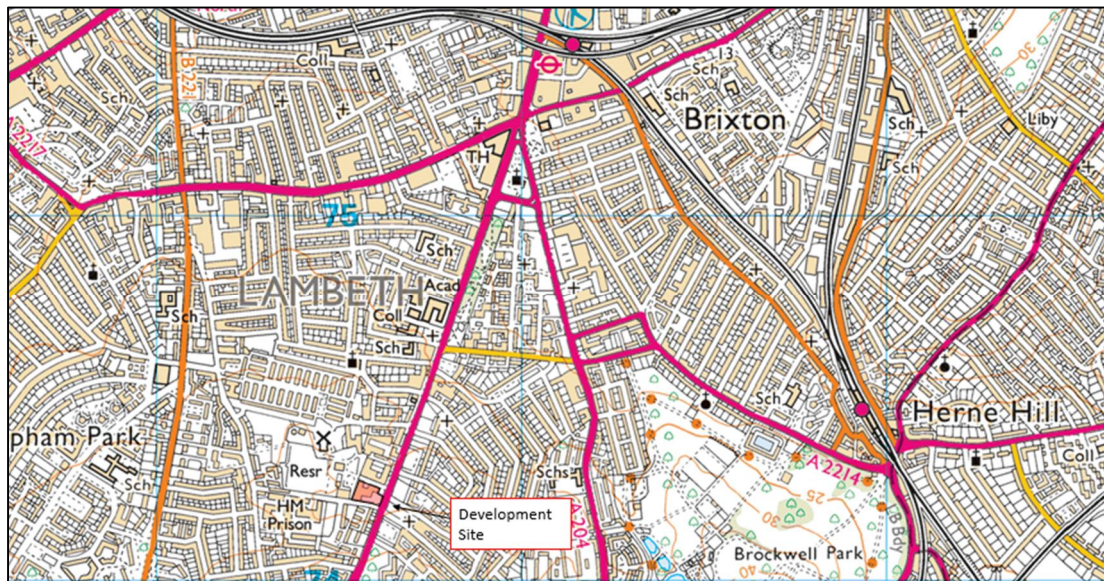


Figure 1-1: Site Location Plan

Proposed Development

- 1.11 The proposed development seeks the demolition of the existing buildings and redevelopment of the site to provide an urban logistics hub comprising Use Classes E, B2, B8 and Sui Generis with cycle parking, hard and soft landscaping and associated works. The units range between 360sqm and 1,020sqm in size, creating a total of 3,285sqm (GEA) of space.

Aims and Purposed of the Park Management Plan

- 1.12 The aim of managing the on-site car/light van parking spaces is to ensure that future commercial businesses are able to access, egress and park on-site, with those spaces being retained as available for that use, to enforce against misuse of the parking spaces, to minimise congestion and to minimise obstruction of service/emergency vehicles.
- 1.13 The Parking Design and Management Plan is also proposed to eliminate any potential parking impact on local streets where future occupiers may park during working hours and parking in un-allocated spaces within the site.

Site Operation and Layout

- 1.14 It is proposed that there will be two vehicular access points to the site. One access will be from the north of the site on Waterworks Road to service units A, B and C. This access will ensure inbound movements through the site and allow vehicles to turn on-site and exit in forward gear back onto Waterworks Road. On-street parking is provided along both sides of Waterworks Road along with informal barriers (bollards/old baths etc) to 'reserve space' for operators of local businesses along Waterworks Road, however the neighbouring businesses will be unaffected by the vehicle movements in and out of the proposed site. Waterworks Road will also service pedestrian access.
- 1.15 A second access point will be from the south of the site on Jebb Avenue to service units D and E, as well as pedestrian and cycle access.
- 1.16 The purpose of the PDMP is to:
- Provide details of the parking provision;
 - Describe the approved development, site layout and parking operation;

- Detail operation of the parking in terms of signage, management and enforcement through use of leases;
- Ensure that the parking areas are used efficiently, thereby minimising obstruction of servicing/emergency vehicles; and
- Outline the monitoring and review process that will be applied.

2.0 Former use and Proposed Development

Former Use

2.1 The site previously accommodated an ATS Tyre Centre ('Sui Generis' Class Use) on the eastern side of the Site and Covenant House to the west which is an industrial unit (Class B8) but is understood to have recently accommodated a community church but is now vacant. The site provided some 27 vehicle parking spaces as follows:

- Brixton Hill frontage via Jebb Avenue – 11 spaces;
- Central Service yard via Waterworks Road – 10 spaces; and
- Waterworks Road site frontage – 6 spaces.

2.2 All the existing vehicle spaces will be removed as part of the development proposals. Under the existing conditions, there are no long stay or short stay cycle parking spaces.

Proposed Development

2.3 The Proposed Development seeks the demolition of the existing buildings and redevelopment of the site to provide an urban logistics hub comprising Use Classes E, B2, B8 and Sui Generis with cycle parking, hard and soft landscaping and associated works. The units range between 360sqm and 1,020sqm in size, creating a total of 3,285sqm (GEA) of space. The general site plan is presented in Figure 2.1.

2.4 The site benefits from a PTAL of 4/5 indicated good accessibility to public transport. Bus Stops are located 80m away from the site and operates a variety of services, and Brixton Railway Station is located 1.4km north of the site providing both underground and main line services.

2.5 The development will effectively be car-free and will include 5 no. blue badge spaces (1 space per unit) and long stay/short stay cycle parking.

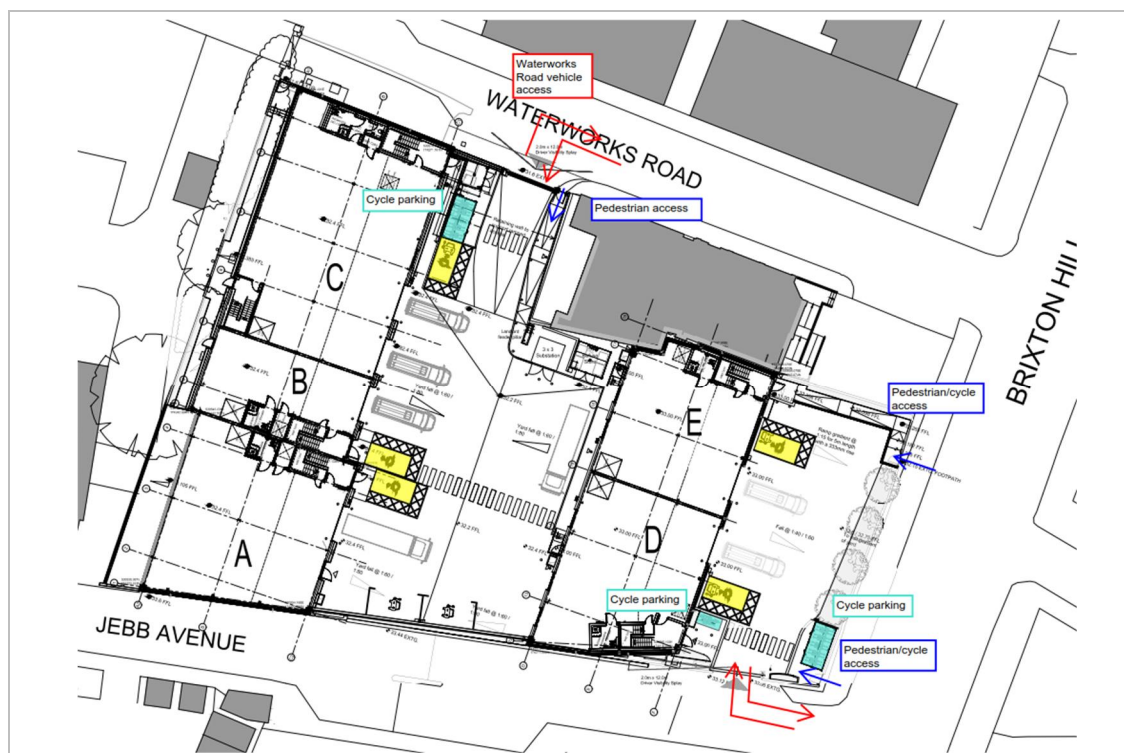


Figure 2-1: Proposed general parking arrangements – Blue badge car spaces and Cycle Parking

3.0 Parking Operation and Management

Proposed Site Layout and Operation

- 3.1 The development proposals will utilise the existing floor space arrangements for delivery and servicing operations and introduce formal operational/servicing spaces for the new development. The strategy will seek to create a range of spaces to provide flexible provision:
- Allocated accessible parking within the central servicing area accessed off Waterworks Road;
 - Allocated accessible parking within the Jebb Avenue servicing area;
 - Allocated delivery and servicing spaces available for all occupiers within the Waterworks Road servicing area; and
 - Allocated delivery and servicing spaces available for all occupiers within the Jebb Avenue servicing area.
- 3.2 The redevelopment of the site will include new cycling parking spaces in accordance with the London Plan to encourage a change in travel patterns to reduce reliance on the private car for commuting. The cycle provision will accommodate Sheffield style stands to offer safe and secure storage.
- 3.3 The proposed parking facilities for the redevelopment of the site are presented on Figure 3.1 and Table 3.1 summarises the future parking/servicing arrangements across the whole site. In total, there will be 7 parking spaces for vans and delivery/servicing vehicles, 5 accessible car parking spaces, 7 long-stay cycle-parking spaces (1 of which will be accessible) and 3 cycle short-stay cycle-parking spaces.

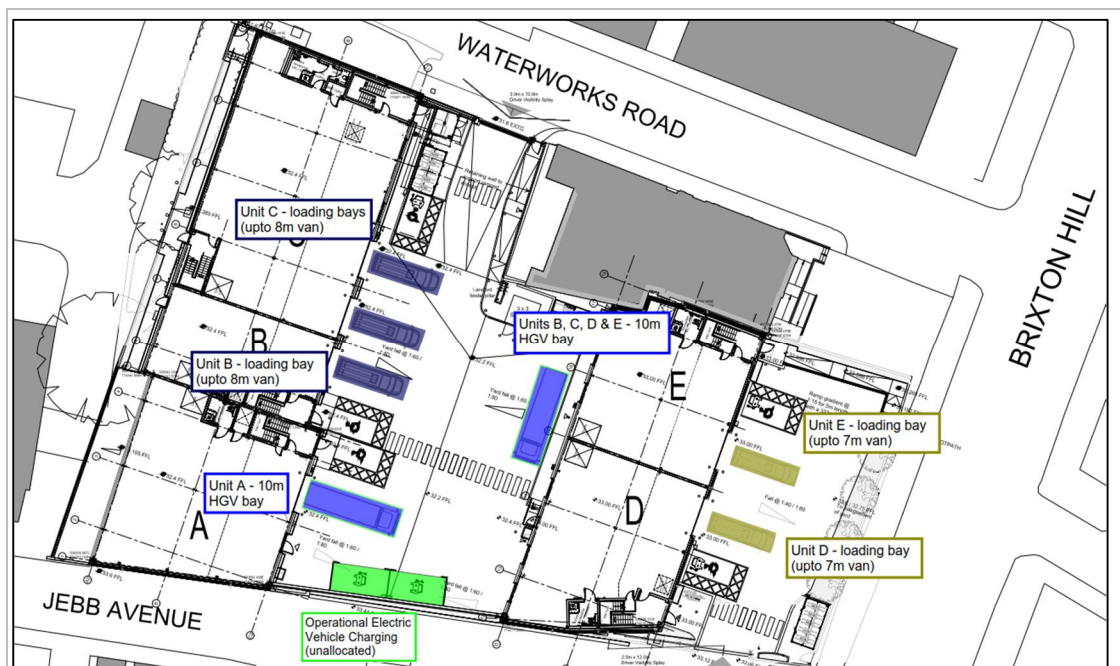


Figure 3-1: Operational vehicle spaces and loading bays

Vehicle Parking Strategy

- 3.4 It is proposed that delivery and servicing operations will occur on-site and vehicles will enter and exit the site in a forward gear. Two service areas are to be provided, the main internal service area accessed off Waterworks Road (for vehicles up to 10.5m long) and the units fronting Brixton Hill (for vehicles up to 7m long). Therefore, the Waterworks Road service area internal route has been designed to

accommodate large vehicles navigating within the site. The largest vehicle expected to be on site is a 10.5m refuse vehicle.

- 3.5 In total, servicing and delivery vehicles will occupy seven parking bays. Unit A will be provided with a 10m HGV bay, Unit B will be provided with an 8m van bay, and Unit C will be provided with two 8m van bays. Units B, C, D and E will shared a 10m HGV bay accessed via Waterworks Road. Units D and E will each be allocated a sole 7m van bay each.
- 3.6 Whilst the site is located in a PTAL 4/5 area and the development is proposed to be car-free, each industrial site will be provided with one accessible space with a total of five spaces within the site.
- 3.7 On-street parking is provided along both sides of Waterworks Road with informal barriers (bollards/old baths). Given that delivery and service vehicle movements will occur on-site it is reasonable to assume that the neighbouring businesses will be unaffected.

Management of Accessible Car Parking

- 3.8 The proposed development will include 5 no. dedicated accessible parking spaces as previously mentioned. The accessible parking spaces will be solely for the use by Blue Badge Holders and will be self-managing. The Estate Management team will control the use of the spaces and if there is evidence of abuse of the parking spaces for either operational or non-compliant staff commuter car parking.

Cycle Parking Spaces

- 3.9 The proposed development also seeks to encourage sustainable modes of transport by providing 7 no. long-stay cycle parking spaces (1 no. of which for an accessible cycle) and a minimum of 3 no. short-stay spaces for visitors in accordance with the London Plan requirements set out in Policy T5. Cycle parking bays will be provided on the western side of the Waterworks Road access and the eastern side of the Jebb Avenue access

Electric Vehicle Charging Spaces

- 3.10 The London Plan also outlines commitments to introduce electric car charging facilities across London as part of new developments where car parking is provided. The standards seek to have 20% active car charging on completion of the development with a further 80% of spaces 'passive' so that car charging infrastructure can be provided later when it is required. There will be eight electric vehicle charging points as part of the development.
- 3.11 The use of electric charging points will be monitored as part of the PDMP and new points will be provided as demand increases. Occupants will be able to discuss with the management team any specific electric vehicle charging points for the operational spaces close to the dedicated units.

4.0 General Transport Strategy, Parking Monitoring and Review

Transport Strategy to support reduced parking provision

4.1 They key site transport strategy and measures to support the parking for existing and future occupiers of the site are:

- The site will provide excellent cycle parking provision and supporting facilities;
- Dedicated spaces will be provided for delivery and servicing vehicles (operational spaces) within the proposed site (9 no. in total);
- 5 of the proposed parking spaces will be allocated to blue badge holders. When required, Estate Management team will control the use of the spaces and if there is evidence of abuse of the parking spaces for either operational or non-compliant staff commuter car parking
- Promote the use of local public transport highlighting rail services available at Brixton Railway Station and bus services available at the nearest bus stops;
- The new occupiers will be made aware as part of lease agreement discussions of the limitations of general car/light van parking and allocated vehicle spaces will only be available for operational purposes;
- Appropriate signage will be provided within the car/light van parking areas to identify the operational parking nature of the spaces;
- The site will be supported by a bespoke Travel Plan to developed with the scheme which will:
 - i) Appointment of a site-wide Travel Plan Co-ordinator;
 - ii) Provide Travel Information Pack to all occupants;
 - iii) Provide information boards within the site on local public transport services for occupiers;
 - iv) Promote sustainable travel on the site website for visitors;
 - v) Actively promote cycling to work by providing shower and changing facilities/cycle repair/sales events;
 - vi) Offer regular on-site cycle servicing for the businesses within the existing Florentia Village and future extension;
 - vii) Monitor parking within the operational spaces / site car/light van parking spaces; and
 - viii) Undertake regular Travel Surveys to understand the travel modes for occupants and promote methods to improve sustainable travel.

5.0 Monitoring and Review of PDMP

- 5.1 The site management team will undertake regular monitoring of the operational car/light van parking bays to ensure the spaces are not used for commuter parking by occupants and to ensure vehicles are only stored in the marked parking bays. Vehicle owners/ business owners will be notified by the management team of any mis-use of the parking arrangements and where necessary control measures will take place (clamping/fines to be imposed by the Bloom Brixton Hill management team).
- 5.2 Contribution from all site businesses relating to use of the on-site car/light van parking provision will be invited and used to scope possible changes to the PDMP. This information will be collated by the management team and fed into other areas of site operation such as the Travel Plan.
- 5.3 The reviewed and updated PDMP will be submitted to LB Lambeth upon conclusion of the review and update process to accord with the planning condition requirement that evidence be submitted to demonstrate compliance with this monitoring and review programme.
- 5.4 Once approved, that reviewed and updated document will replace this PDMP. The site management team reserves the right to review the site PDMP on an ongoing basis to reflect the overall aim of managing the parking arrangements.

6.0 Summary

- 6.1 This DPMP has been prepared on behalf of AG Bloom LML B.V to set out the proposed vehicle parking management to support a planning application (ref. 21/04767/FUL) for the redevelopment of two industrial buildings to the west of 146-156 Brixton Hill and Units 5-6 Waterworks Road, SW2 1SE.
- 6.2 The proposals include the demolition of the existing buildings and redevelopment of the site to provide a mixed use commercial development comprising use Classes E, B2, B8 and Sui Generis with cycle parking, hard and soft landscaping and associated works. The site will be car-free due to the PTAL 4/5 location of the site.
- 6.3 This PDMP outlines the site operation, parking provision, management and enforcement measures to be implemented by the site management team.
- 6.4 The aim of managing the on-site vehicle parking spaces is to ensure that future users of the development can access, egress the development and where available, have access to operational vehicle parking. The proposed parking spaces for the proposed development will be managed to enforce against mis-use of the parking spaces, to minimise congestion and the obstruction of delivery/service vehicles.