

FRAMEWORK CAR PARK MANAGEMENT PLAN

Northfleet Central 1 Ltd

Northfleet Harbourside, Gravesham

August 2023

Framework Car Park Management Plan

Report control

Document:	Framework Car Park Management Plan
Project:	Northfleet Harbourside, Gravesham
Client:	Northfleet Central 1 Ltd
Job number:	226728
File origin:	X:\Projects\220000\226728 - Northfleet Central, Gravesham\WORD\Framework Documents\R07-BH-Parking Management Plan 220927.docx

Document checking

Primary Author:	Ben Hardy	Initialed:	BH
Contributor:	Dan Jackson	Initialed:	DJ
Review by:	Rory Spiller	Initialed:	RS

Issue	Date	Status	Checked for issue
R07-BH-CPMP	28/09/22	Final	RS
R07-BH-CPMP	13/10/23	NH Comments	RS

Contents

1 Introduction 3

2 Role of a Car Parking Management Plan..... 5

3 Site Car Parking Management 8

4 Monitoring and Review 12

Figures

Figure 1.1	– Site Location
Figure 2.1	– 400m walking distance to proposed car club spaces
Figure 2.2	– Car Parking Zones
Figure 3.1	– Road Adoption Plan
Figure 4.1	– Parking Survey Area

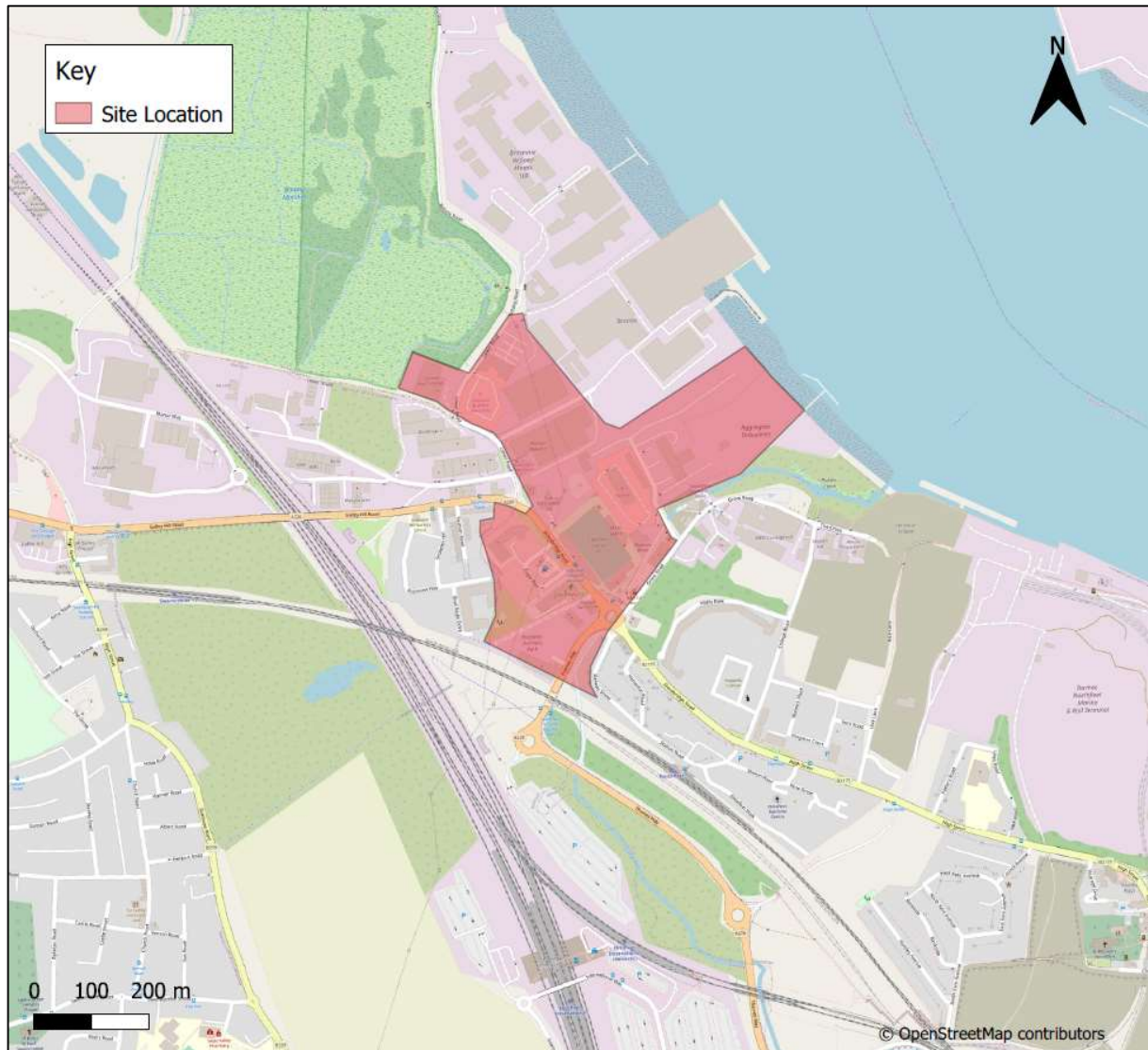
Appendices

Appendix A	– Site Layout
------------	---------------

1 Introduction

- 1.1 Vectos have been appointed by Northfleet Central 1 Ltd to provide transport planning in support of an outline planning application for a mixed-use development on land at and surrounding the Ebbsfleet United Football Ground. The site location is illustrated in **Figure 1.1** below whilst a plan of the proposed development is included in **Appendix A**.

Figure 1.1: Site Location



- 1.2 The site falls within the administrative boundaries of Kent County Council (KCC) and Gravesham Borough Council (GBC).
- 1.3 This application seeks permission for the delivery of the following development quantum:
- 3,500 Residential units
 - C. 20,000sqm (300 bed) Hotel

- 15,000sqm (8,000 seat) Football Stadium
- 22,500sqm Retail
- 9,500sqm Food and Beverage
- 18,000sqm Office
- 5,000sqm Non-residential Flexible Use
- 4,000sqm Local Community Use
- Other Sui Generis Uses

- 1.4 The proposals seek to deliver a maximum of 2,700 car parking spaces, of which 1,750 will be residential and 950 will be non-residential car parking spaces across the site. All the car parking spaces at the site will be located at podium level.

Scope

- 1.5 This Framework Car Park Management Plan (CPMP) has been written as a standalone document and contains all the relevant information needed to effectively implement and monitor this plan.
- 1.6 The CPMP will be reviewed within Reserved Matters Applications associated within individual development plots.
- 1.7 The remainder of this document is structured as follows:
- **Section 2** provides background to the document and outlines the main aims and objectives;
 - **Section 3** details the proposed site parking management, and;
 - **Section 4** Sets out the methodologies for monitoring the CPMP and reviewing the success of the Plan.

2 Role of a Car Parking Management Plan

- 2.1 The key role of this CPMP is to provide information on the allocation of car parking spaces for different classes of user at the Site which will include the following:
- Residential Parking;
 - Non-residential Parking; and
- 2.2 The key objectives of the CPMP are to:
- Promote operational efficiency of parking throughout the Site;
 - Ensure security for residents and visitors to the site; and
 - Reflect the principles and objectives of the Travel Plan.

Parking Provision and Access

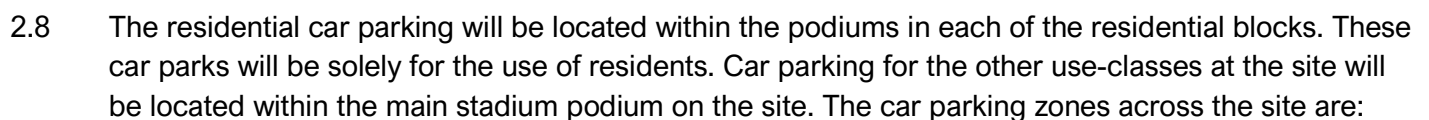
- 2.3 As stated, there will be a maximum of 2,700 parking spaces provided across the site. Of these 2,700 spaces, a maximum of 1,750 spaces will be provided within the residential podiums within the site boundary. **Table 2.1** below provides a summary of the vehicular parking provision along with the disabled bays and cycle numbers that will be provided as part of the scheme.

Table 2.1 – Vehicle Parking Provision

Development Class	Car Parking Provision
Residential	1,750
Non-Residential	950

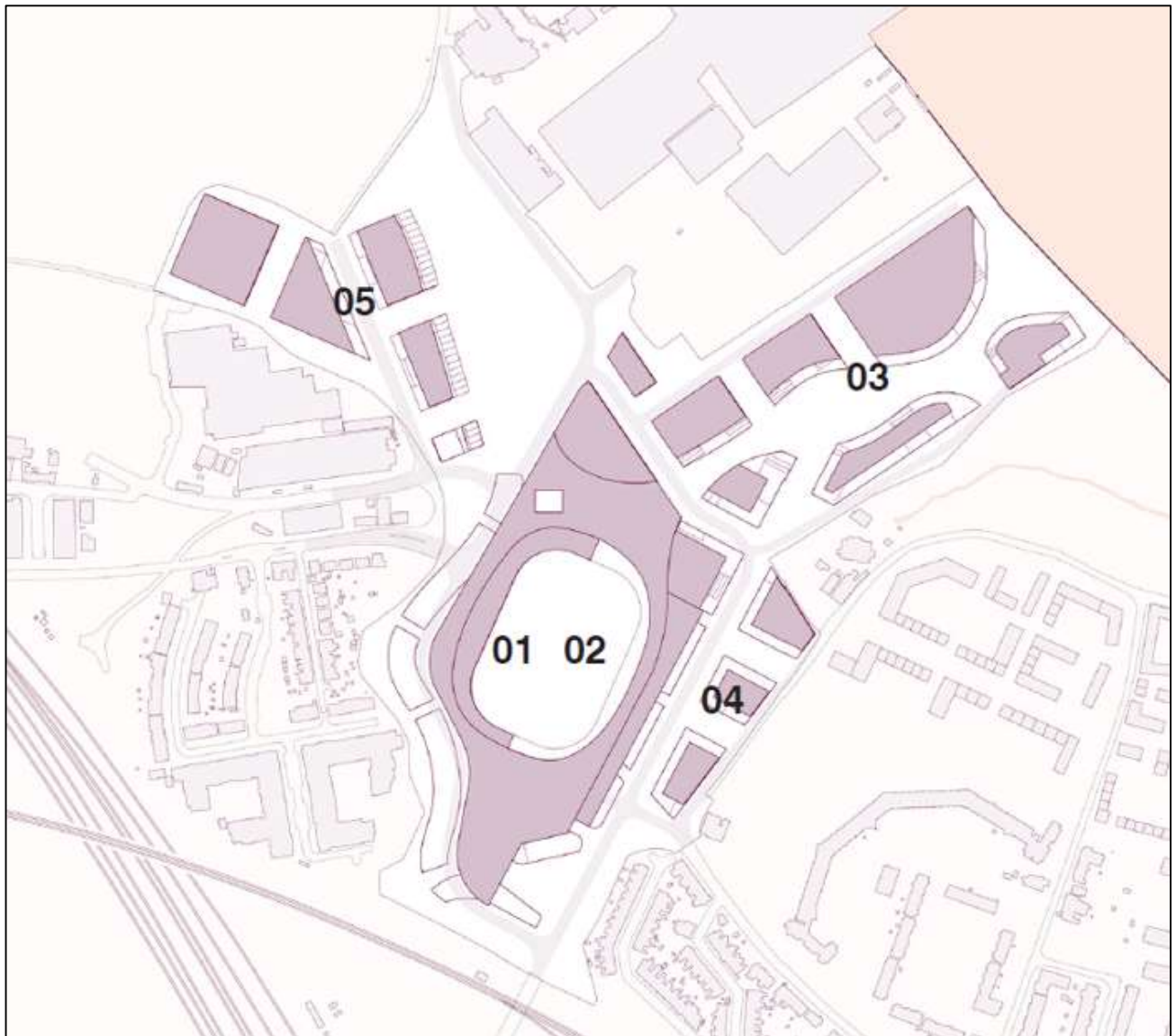
- 2.4 This level of parking is considered appropriate for the proposed site as supported by the car ownership data presented within **Table 4.2** of the Transport Assessment and the very accessible location of the proposed site.
- 2.5 Furthermore, it proposed that several car club vehicles will be provided at the proposed mobility hub and across the neighbourhoods of the site. Based upon the current guidance set out by EDC, a minimum of 3 car club vehicles would be required and so this will be further assessed and confirmed through the subsequent Reserved Matters applications across the site to ensure provision can be secured as each neighbourhood is completed.
- 2.6 The presence of these vehicles will mean that residents will still be able to access a car for occasional journeys without having to own one themselves. This responds to the demographical changes in demand that occur across a large-scale development. As such, this will further reduce the need for residents to own a private vehicle, thus reducing the need to provide parking in line with the 2021 Kent Design Guide standards.
- 2.7 The proposed location of the mobility hub at the site is such that it ensures that residents living across the site will be within walking distance of the hub, and the car club spaces located there.

Figure 2.1: 400m Walking Distance to Car Club Spaces



- 2.9 The parking zones listed above are shown within **Figure 2.2** overleaf.

Figure 2.2: Car Parking Zones



- 2.10 The car park layouts will be designed to ensure that cars are able to access and egress each of the car parking spaces. Travel through the car park will be able to be undertaken in forward gear, with no three-point turns required.
- 2.11 Detailed car park layouts will be provided at a later date as part of any reserved matters applications for the site.

3 Site Car Parking Management

- 3.1 It is proposed that an active and effective parking management strategy would manage on-site parking. This is particularly important with regard to this scheme as the key aims are to encourage sustainable travel over the use of private cars.

Residential Parking

- 3.2 Parking spaces will be allocated on a first come first serve basis to the residential units through a permit system, with one permit associated specifically to each parking space. Obtaining parking permits will form part of the tenants' lease or purchase.
- 3.3 The proposals are envisaged to provide one permit for each of the two or more bedroom units. The remaining 1 bedroom units will not have access to a parking space.
- 3.4 It is anticipated that there will be a slightly different strategy employed for each residential block across the site when the time comes to allocate parking, but the general strategy will be to offer parking to residents on a first come, first serve basis. It will be made very clear to future occupiers what parking is available at the time of purchase, but also that the vision for the site is very much one of a sustainable community.
- 3.5 All marketing and sales information will identify how parking is offered and managed across the site with prospective residents being made aware that there will be no general parking made available anywhere across the site. This will be key in attracting sustainable mode choices and avoiding unmanaged parking issues on the local highway network.
- 3.6 We will need to give consideration to different user groups and tenures before making parking provisions (private vs rented, disabled and EV spaces). This would also be subject to changes in parking behaviour and demand between the grant of an outline consent, and the submission of subsequent RMAs.
- 3.7 As a result, the specifics of each process will be set out within the parking strategy and management plans for each RMA. That said, we anticipate that the generalised approach would be to ensure that a split of parking was secured across tenure typologies and that for each plot, all marketing information as well as subsequent homeowners pack clearly define what is and is not available to residents at the time of occupation.

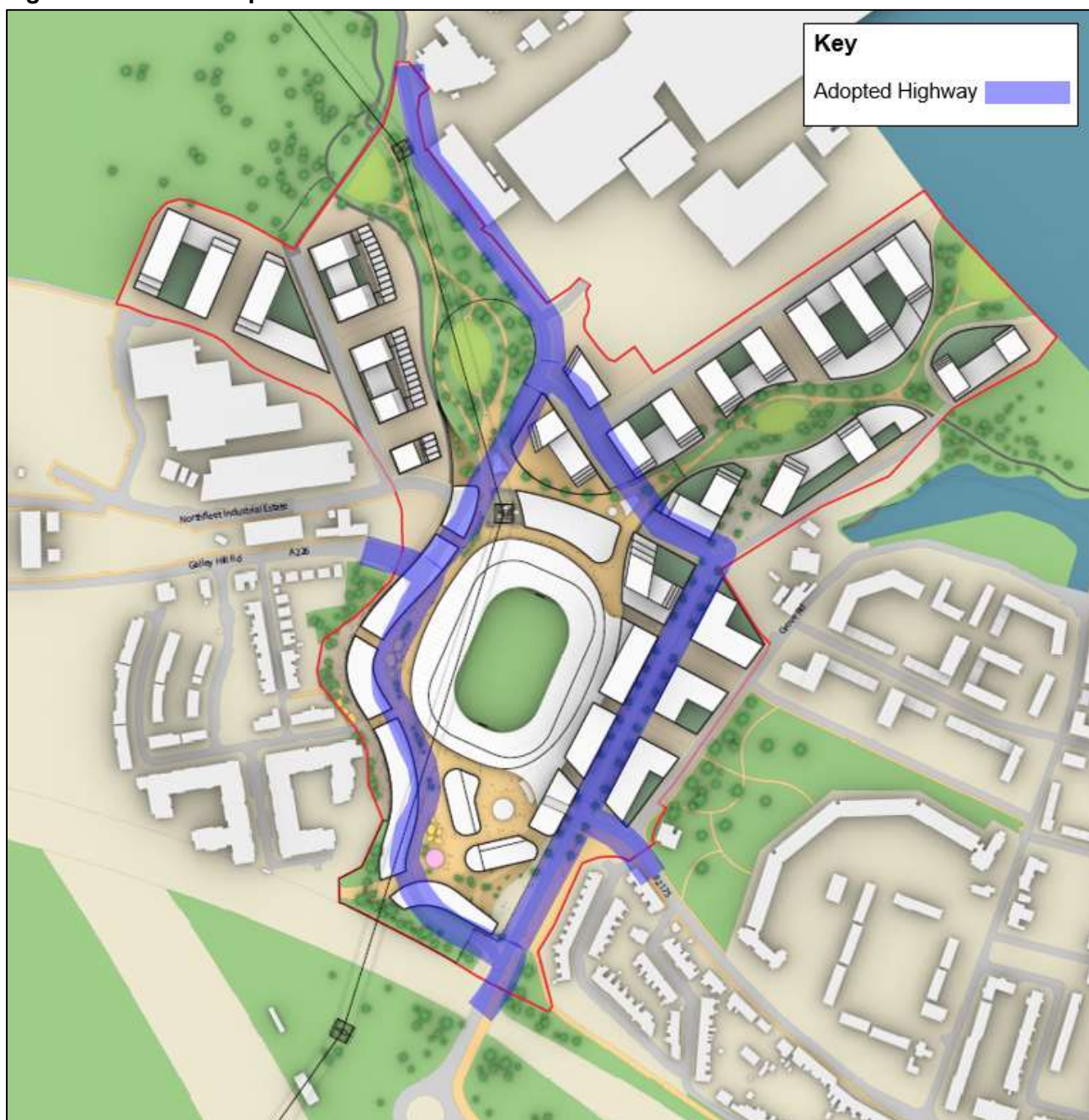
Non-Residential Parking

- 3.8 The main stadium podium car park will serve as a 'town centre' car park and as such will service users of the stadium, leisure facilities, cafés and restaurant, retail outlets and any of the other surrounding uses. To discourage the use of this car park by residents this car park will be signed with a maximum stay of 4 hours.
- 3.9 In addition, the car park will be secured after 11pm and overnight to prevent access beyond the closing time of the retail units. In the case that this closing time needs to be extended for events at the site, an Event Management Plan will be in place to manage this process. The securing of the car park will be managed by the site operator.

Parking Restrictions

- 3.10 Car parking will be restricted along the internal roads at the site. It is notable that parking restrictions will prevent parking at all times along the Fastrack Bus Route to ensure that this service continues to operate smoothly.
- 3.11 Roads within the proposed site will incorporate a number of private roads and a number of roads that will be adopted, and therefore under the local highway authority's enforcement. **Figure 3.1** outlines the roads that would be adopted.

Figure 3.1: Road Adoption Plan



- 3.12 It should be noted that at present the Ebbsfleet United Football Club direct fans to the Ebbsfleet International car park C on match days. The proposed site will not promote parking in this location, and instead the proposed site will be able to accommodate the proposed parking.

Enforcement

- 3.13 The proposed adoptions plan submitted in support of the application indicates those areas where parking enforcement will be managed directly by the local authority. As mentioned above, no parking will be permitted on any of the internal highway links set out in the layout plans submitted as part of this application with these restrictions made through the use of a Traffic Regulation Order across the site.

- 3.14 The local authority will therefore have the power to enforce and penalise and parking which does not accord with the principles set out within this CPMP and those prepared in support of subsequent Reserved Matters Applications (RMAs).
- 3.15 For those roads which are not adopted by Kent County Council, an appointed estate management company and/or the housing providers will be responsible for communicating and enforcing the content of this CPMP. They will have the power to penalise any parking that does not accord with the principles set out within this CPMP and those prepared in support of subsequent RMAs.

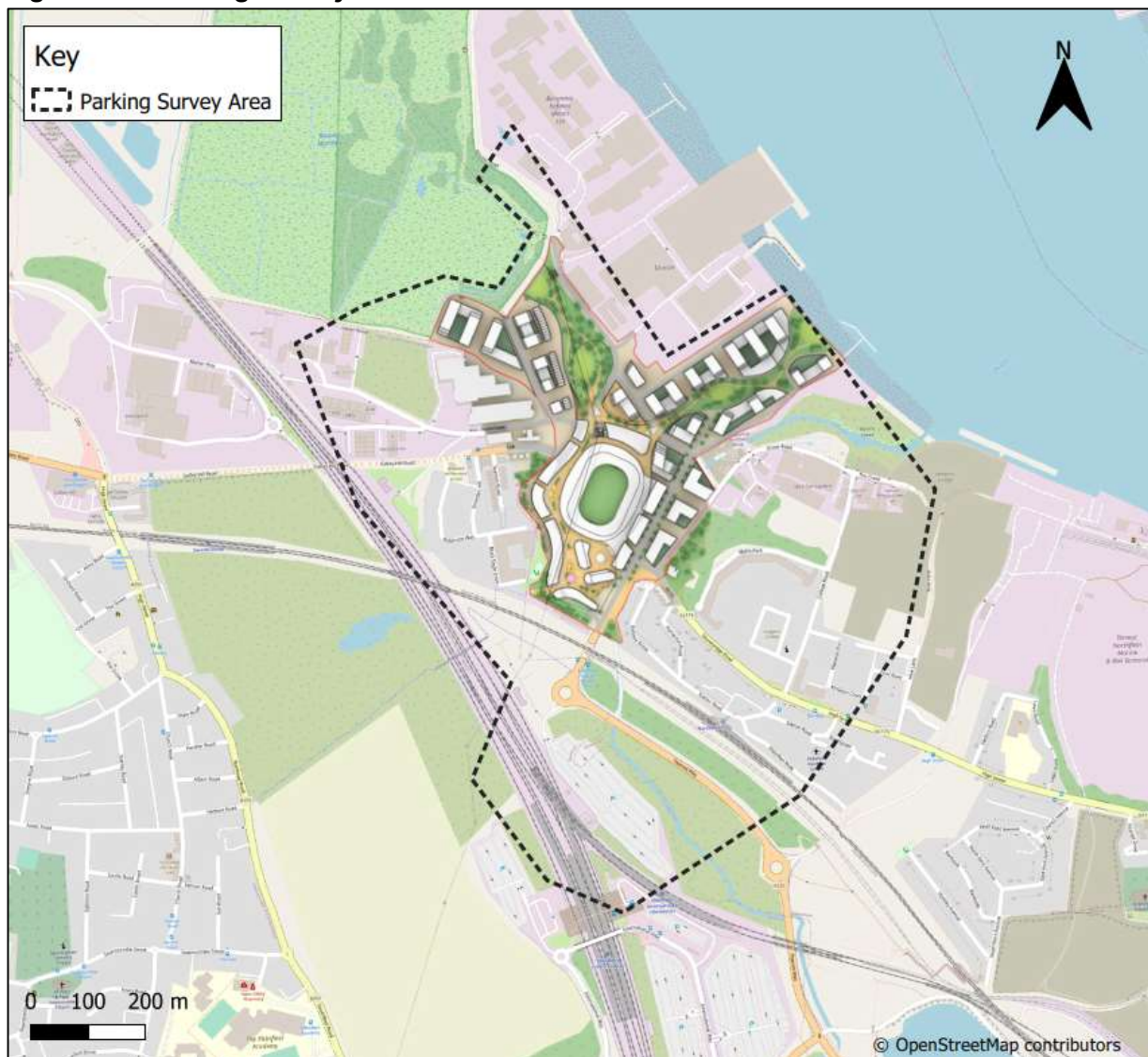
4 Monitoring and Review

- 4.1 This CPMP will be subject to on-going monitoring and review. Once the Site becomes operational, the management of on-Site parking will be subject to regular review by the appointed estate management company and /or housing providers with regular monitoring reports to be submitted to GBC and KCC.
- 4.2 Should there be a need to modify the CPMP in response to operation demands or identified issues, these modifications will be discussed and agreed with GBC and KCC prior to formal adoption.

Car Parking Surveys

- 4.3 Car parking surveys will be undertaken on local roads over the course of the construction phase and once fully occupied. These car parking surveys will be co-ordinated with the travel surveys outlined within the Travel Plan. An indicative plan showing the area that would be incorporated into these surveys is shown below within **Figure 4.1**.

Figure 4.1: Parking Survey Area



- 4.4 The results of these car parking surveys would help to inform of any updates to the CPMP. Furthermore, if any issues with regard to local parking are identified then the applicant would look to resolve these issues. This could include further promotion of the Travel Plan and associated measures, and could include the introduction of new measures that could help to reduce the number of car drivers associated with the proposed site. Alternatively this could include providing a financial contribution towards the consultation for the introduction of parking controls.

Evolution of Car Park Management Plan

- 4.5 This CPMP is an evolving document and will be subject to continual review. It is understood that the Final Car Park Management Plan will be subject to a suitably worded planning condition and will be published prior to occupation of the development.
- 4.6 Northfleet Central 1 Ltd will be committed to resolving any issues that arise to ensure no adverse parking impacts occur within the Site.

Appendix A

Contact

London

Network Building,
97 Tottenham Court Road,
London W1T 4TP.
Tel: 020 7580 7373

Bristol

5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240

Cardiff

Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter

6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham

Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester

Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds

7 Park Row, Leeds LS1 5HD
Tel: 0113 512 0293

Bonn

Stockenstrasse 5, 53113,
Bonn, Germany
Tel: +49 176 8609 1360
www.vectos.eu

Registered Office

Vectos (South) Limited
Network Building,
97 Tottenham Court Road,
London W1T 4TP
Company no. 7591661