

# Former Holloway Prison

Parking Design and  
Management Plan





# HOLLOWAY PRISON

## PARKING DESIGN AND MANAGEMENT PLAN

PROJECT NO. 2490 / 1130 DOC NO. D008

DATE: NOVEMBER 2021

VERSION: 0.2

CLIENT: PEABODY CONSTRUCTION LIMITED

Velocity Transport Planning Ltd

[www.velocity-tp.com](http://www.velocity-tp.com)



**VELOCITY**  
Transport Planning

## TABLE OF CONTENTS

1	INTRODUCTION .....	1
2	PARKING CONDITIONS.....	10
3	PARKING ALLOCATION AND DESIGN.....	18
4	PARKING MANAGEMENT.....	19

## FIGURES

FIGURE 1-1: SITE LOCATION AND LOCAL CONTEXT .....	1
FIGURE 1-2: EXISTING SITE LAYOUT.....	2
FIGURE 1-3: PROPOSED MASTERPLAN .....	3
FIGURE 1-4: LONDON PLAN (MARCH 2021) – MAXIMUM CAR PARKING STANDARDS FOR RESIDENTIAL DEVELOPMENT .....	8
FIGURE 2-1: LOCAL ROAD NETWORK AND VEHICLE ACCESS.....	10
FIGURE 2-2: PROPOSED SITE ACCESSES.....	11
FIGURE 2-3: ACCESS STRATEGY .....	12
FIGURE 2-4: ACCESS STRATEGY FOR PEDESTRIANS AND CYCLISTS.....	12
FIGURE 2-5: VEHICLE ACCESS STRATEGY .....	13
FIGURE 2-6: TYPICAL BLUE BADGE PARKING BAY DESIGN .....	17
FIGURE 3-1: PROPOSED DEVELOPMENT SITE PARKING ALLOCATIONS .....	18

## TABLES

TABLE 1-1: SCHEDULE OF ACCOMMODATION (RESIDENTIAL).....	5
TABLE 1-2: SCHEDULE OF ACCOMMODATION (CLASS E).....	6
TABLE 1-3: SCHEDULE OF ACCOMMODATION (WOMEN’S BUILDING).....	6
TABLE 2-1: CYCLE PARKING PROVISION (RESIDENTIAL).....	14
TABLE 2-2: CYCLE PARKING PROVISION (NON-RESIDENTIAL) .....	15



# 1 INTRODUCTION

## 1.1 INTRODUCTION

1.1.1 Velocity Transport Planning has been commissioned by Peabody Construction Limited (Peabody) to prepare a Framework Travel Plan (FTP) in support of development proposals at the site of the former Holloway Prison, Parkhurst Road, London, N7 0NU (the site).

1.1.2 Figure 1-1 shows the location of the site. It is bound by Camden Road and Parkhurst Road to the south-east and residential areas to the north, east, and south. The site is located within the London Borough of Islington (LBI). Camden Road and Parkhurst Road both form part of the Transport for London Road Network (TLRN) and are red routes.

Figure 1-1: Site location and local context

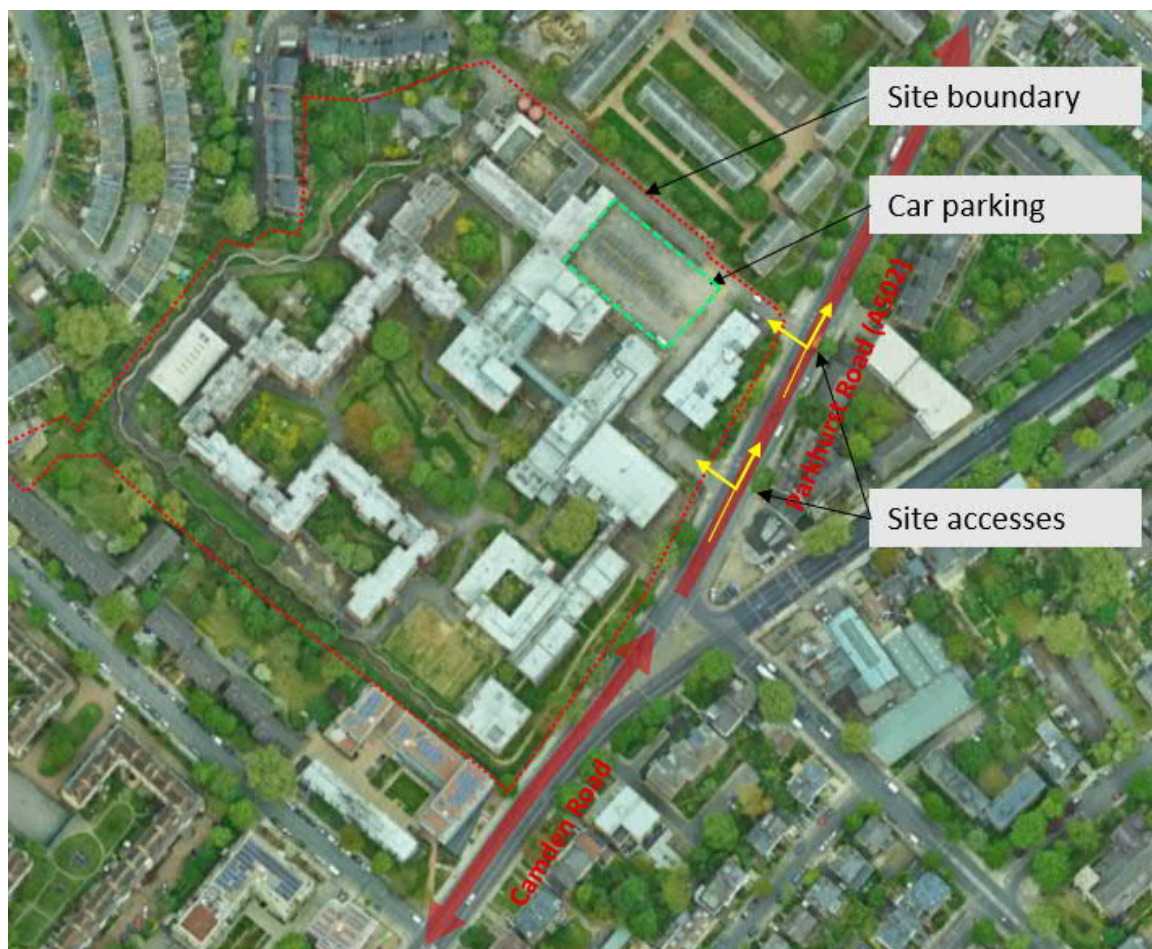


## 1.2 EXISTING SITE USE

1.2.1 The site is currently occupied by the disused Former Holloway Prison and there are approximately 84 car parking spaces. There are two existing vehicle access points from Parkhurst Road (A503) / Camden Road.

1.2.2 Figure 1-2 shows the location of the site.

Figure 1-2: Existing site layout



### 1.3 WHAT IS BEING BUILT?

#### 1.3.1 The application is for full planning permission for:

'Phased comprehensive redevelopment including demolition of existing structures; site preparation and enabling works; and the construction of 985 residential homes including 60 extra care homes (Use Class C3), a Women's Building (Use Class F.2) and flexible commercial floorspace (Use Class E) in buildings of up to 14 storeys in height; highways/access works; landscaping; pedestrian and cycle connections, publicly accessible park; car (Blue Badge) and cycle parking; and other associated works.'

#### 1.3.2 The proposed development of the site will provide a new residential-led masterplan comprising:

- ⊙ 985 residential homes including 60 extra care homes and 1,334 sqm GIA residents' facility (Land Use Class C3);
- ⊙ 1,822 Sqm GIA of flexible commercial floorspace (Land Use Class E);
- ⊙ 1,489 Sqm GIA Women's Building (Land Use Class F.2); and
- ⊙ A new Public Garden and play space.

- 1.3.3 A transport strategy has been developed for the scheme that maximises the potential for sustainable travel and minimises impacts on the local transport network. Use of private vehicles has been designed-out as far as possible. Opportunities for healthy and sustainable forms of travel, including the use of cargo bikes for servicing, has been considered. Cargo bikes will be able to stop in the vicinity of concierge within a loading bay or outside the entrance to the facility.
- 1.3.4 The development will provide new public realm within the site. Appropriate Blue Badge car parking, cycle parking, and servicing facilities will be provided in line with the London Plan and the London Borough of Islington adopted and draft local planning polices which are discussed later within this document.
- 1.3.5 The masterplan for the proposed development is shown by Figure 1-3.

Figure 1-3: Proposed masterplan



## RESIDENTIAL UNITS

- 1.3.6 The proposed development will provide 985 residential units including 60 extra care homes. The development will provide 60% affordable housing. The residential units are proposed to be located within all five plots (Plots A, B, C, D and E). The extra care homes are provided within Plot E.
- 1.3.7 Plot D will include a 1,334 sqm residents' facility that will be accessible to all the residential units.
- 1.3.8 The proposed schedule of residential accommodation is summarised in Table 1-1.





Table 1-1: Schedule of accommodation (residential)

PLOT	TENUERE	1B1P	1B2P	2B4P	2B3P	3B4P	3B5P	4B5P	4B6P	4B7P	TOTAL
Plot A	Private sale	-	17	49	1	-	-	-	-	-	67
	Shared ownership	-	20	30	2	-	-	-	-	-	52
	Social Rent	-	13	68	-	-	26	-	6	3	116
	<b>Total</b>	-	<b>50</b>	<b>147</b>	<b>3</b>	-	<b>26</b>	-	<b>6</b>	<b>3</b>	<b>235</b>
Plot B	Private sale	-	52	58	16	-	3	-	-	-	129
	Shared ownership	-	71	34	3	-	-	-	-	-	108
	Social Rent	--	-	53	13	1	14	-	3	-	84
	<b>Total</b>	-	<b>123</b>	<b>145</b>	<b>32</b>	<b>1</b>	<b>17</b>	-	<b>3</b>	-	<b>321</b>
Plot C	Private sale	-	-	-	-	-	-	-	-	-	-
	Shared ownership	-	-	-	-	-	-	-	-	-	-
	Social Rent	-	33	75	-	9	37	1	-	-	155
	<b>Total</b>	-	<b>33</b>	<b>75</b>	-	<b>9</b>	<b>37</b>	<b>1</b>	-	-	<b>155</b>
Plot D	Private sale	-	12	122	7	-	24	-	-	-	165
	Shared ownership	-	5	12	1	-	-	-	-	-	18
	Social Rent	-	-	-	-	-	-	-	-	-	-
	<b>Total</b>	-	<b>17</b>	<b>134</b>	<b>8</b>	-	<b>24</b>	-	-	-	<b>183</b>
Plot E	Private sale	-	6	24	1	-	-	-	-	-	31
	Shared ownership	-	-	-	-	-	-	-	-	-	-
	Social Rent	-	60	-	-	-	-	-	-	-	60
	<b>Total</b>	-	<b>66</b>	<b>24</b>	<b>1</b>	-	-	-	-	-	<b>91</b>
<b>Total</b>	Private sale	-	87	253	25	-	27	-	-	-	392
	Shared ownership	-	96	76	6	-	-	-	-	-	178
	Social Rent	-	106	196	13	10	77	1	9	3	415
	<b>Total</b>	-	<b>289</b>	<b>525</b>	<b>44</b>	<b>10</b>	<b>104</b>	<b>1</b>	<b>9</b>	<b>3</b>	<b>985</b>

## 1.3.9

Extra Care Homes will be provided within Plot E and will provide 60 units as summarised in Table 1-1. Residents will have access to a private garden and for a 24/7 hour service. The employment generation for this facility has been calculated as 10 full time equivalent (FTE) permanent jobs.

## COMMERCIAL UNITS

- 1.3.10 The proposed development will provide 1,822 sqm GIA of flexible commercial space (i.e. Class E). This will include a unique range of units that can accommodate a supermarket, small-scale retail units, small offices, or café, bar, or restaurant uses.
- 1.3.11 The commercial units will be located within Plots B and C on the ground floor and will form active frontage of the development fronting Parkhurst Road and Camden Road.
- 1.3.12 The employment generation for the commercial units has been calculated as between 9 and 228 full time equivalent (FTE) permanent jobs, subject to the end users/occupiers of the units. This calculation is provided as a minimum and maximum range to acknowledge that that units could come forward with a range of different occupiers given the Class E use.
- 1.3.13 The proposed schedule of class E land use is summarised in Table 1-2.

Table 1-2: Schedule of accommodation (Class E)

Plot	sqm NIA	sqm GIA	sqm GEA
Plot B	1,152	1,667	1,819
Plot C	142	155	168
<b>Total</b>	<b>1,294</b>	<b>1,822</b>	<b>1,987</b>

## WOMEN'S BUILDING

- 1.3.14 A Women's Building will be provided as part of the development and will be located within Plot C at the Lower Ground Floor and Upper Ground Floor. The Women's Building will provide 1,489 sqm GIA of floor area and will have a public presence on Camden Road and a secondary entrance at the rear of the site.
- 1.3.15 The need for a Women's Building in this location has been identified within the Holloway Prison Site Supplementary Planning Document, published by LBI in 2018.
- 1.3.16 The Women's Building will be able to accommodate c. 200 people at any one time. The Building is expected to generate between 17 to 21 full time equivalent (FTE) permanent jobs.
- 1.3.17 The proposed schedule of Women's Building is summarised in Table 1-3.

Table 1-3: Schedule of accommodation (Women's Building)

Plot	sqm NIA	sqm GIA	sqm GEA
Plot C	1,409	1,489	1,610
<b>Total</b>	<b>1,409</b>	<b>1,489</b>	<b>1,610</b>

## 1.4 WHY IS IT BEING BUILT?

- 1.4.1 The proposed development is located on the site of the former Holloway Prison, which was identified as an appropriate site for a residential-led development. The London Borough of Islington (LBI) consulted on a Supplementary Planning Document (SPD), which it adopted in January 2018. This sets out a detailed policy framework for the site, making clear that the priority for the area is housing, especially affordable housing.

- 1.4.2 The former Holloway Prison site is subject to an emerging allocation in the emerging Local Plan for residential-led development, with other uses including a Women's Building and open space.
- 1.4.3 The prison closed in 2016.
- 1.4.4 Based on the 'GLA Housing-led Projection Results' report published in March 2020, there is a need for more housing within LBI. The population is expected to rise by 7% between 2018 and 2041, while the number of dwellings is forecast to increase by over 15,670 over the 23-year period to 2041. This is an increase of 15% over current stock and equates to 680 additional dwellings per year.
- 1.4.5 It is expected that the proposed development will be delivered over five years (circa 200 dwellings per year), which will contribute circa 30% of the Borough's annual housing delivery projection.
- 1.4.6 Finally, the development presents an opportunity to open up the site and substantially improve the public realm and frontage onto Camden Road and Parkhurst Road. As a former prison site, it has no permeability and connections with its neighbouring communities. The development of the site creates an opportunity to change this, open up new connection (i.e. Trecastle Way) for the benefit of existing neighbours.

## 1.5 WHEN IS IT BEING BUILT?

- 1.5.1 The anticipated programme for demolition and construction is set out in the Construction Environmental Management Plan. In accordance with the current programme, the demolition works are anticipated to commence in July 2022 and construction works will follow with anticipated completion in October 2027. The construction works are anticipated to take 5.5 years.

## 1.6 PARKING POLICY

### LONDON PLAN (MARCH 2021)

- 1.6.1 In December 2019, the Mayor published an 'Intend to publish' version of the London Plan (March 2021) which addresses some of the recommendations made by the Inspector. In March 2020, the Secretary of State for Housing, Communities and Local Government, wrote to the Mayor of London outlining a series of recommended changes to the Intend to Publish version of the London Plan (March 2021). The London Plan (March 2021) was formally adopted on the 2nd March 2021 and is called the "The London Plan (March 2021)".
- 1.6.2 Table 10.3 of the London Plan (March 2021) out the maximum parking standards for residential developments, as shown in Figure 1 3.

Figure 1-4: London Plan (March 2021) – Maximum car parking standards for residential development

Location	Number of beds	Maximum parking provision*
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	All	Car free~
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London Opportunity Areas	All	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1	All	Up to 0.75 spaces per dwelling
Outer London PTAL 4	1 – 2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1 – 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1 – 2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

1.6.3 T6.1 G sets out disabled parking requirements for residential developments larger than 10 units, which will be required to do the following as a minimum:

- ⊙ “ensure that at least one designated disabled persons parking bay per dwelling for three per cent of dwellings is available from the outset; and
- ⊙ demonstrate on plan and as part of the Car Parking Design and Management Plan, how the remaining bays to a total of one per dwelling for ten per cent of dwellings can be requested and provided when required as designated disabled persons parking in the future. If disabled persons parking provision is not sufficient, spaces should be provided when needed either upon first occupation of the development or in the future.”

## 1.7 THE OBJECTIVE OF THE PDMP

1.7.1 The major objective of the Parking Design Management Plan (PDMP) is to ensure that the parking provided as part of the development is used in accordance with its purpose i.e. is available for residents and users of the residential and commercial units and ensure that the parking spaces provided are used efficiently. Furthermore, the PDMP aims to ensure that the parking capacity is utilised efficiently to accommodate parking demand.

- 1.7.2 The PDMP also aims to ensure that the relevant controls are in place to inform appropriate parking behaviour within areas allocated for residents and other site users.
- 1.7.3 The objectives of the PDMP are expected to be achieved by implementation of appropriate management and enforcement measures that will be overseen by an appointed management company.
- 1.7.4 The management company will follow the British Parking Association (BPA) Code of Conduct for the control and enforcement of parking on unregulated and private roads / car parks. In this regard it is noted that:
- 1.7.5 “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 illegal or unauthorised parking on private land.”

## 1.8 DOCUMENT STRUCTURE

- 1.8.1 This document has been prepared in line with relevant best practice guidance, as discussed in further detail later within this report.

## 1.9 THE REMAINDER OF THE PDMP IS STRUCTURED AS FOLLOWS:

- ⦿ Section 2 – describes the existing and proposed parking provisions on-site.
- ⦿ Section 3 – sets out the proposed strategy for managing and allocating on-site parking provision.
- ⦿ Section 4 – outlines the management and enforcement measures to manage parking on-site.



## 2 PARKING CONDITIONS

### 2.1 INTRODUCTION

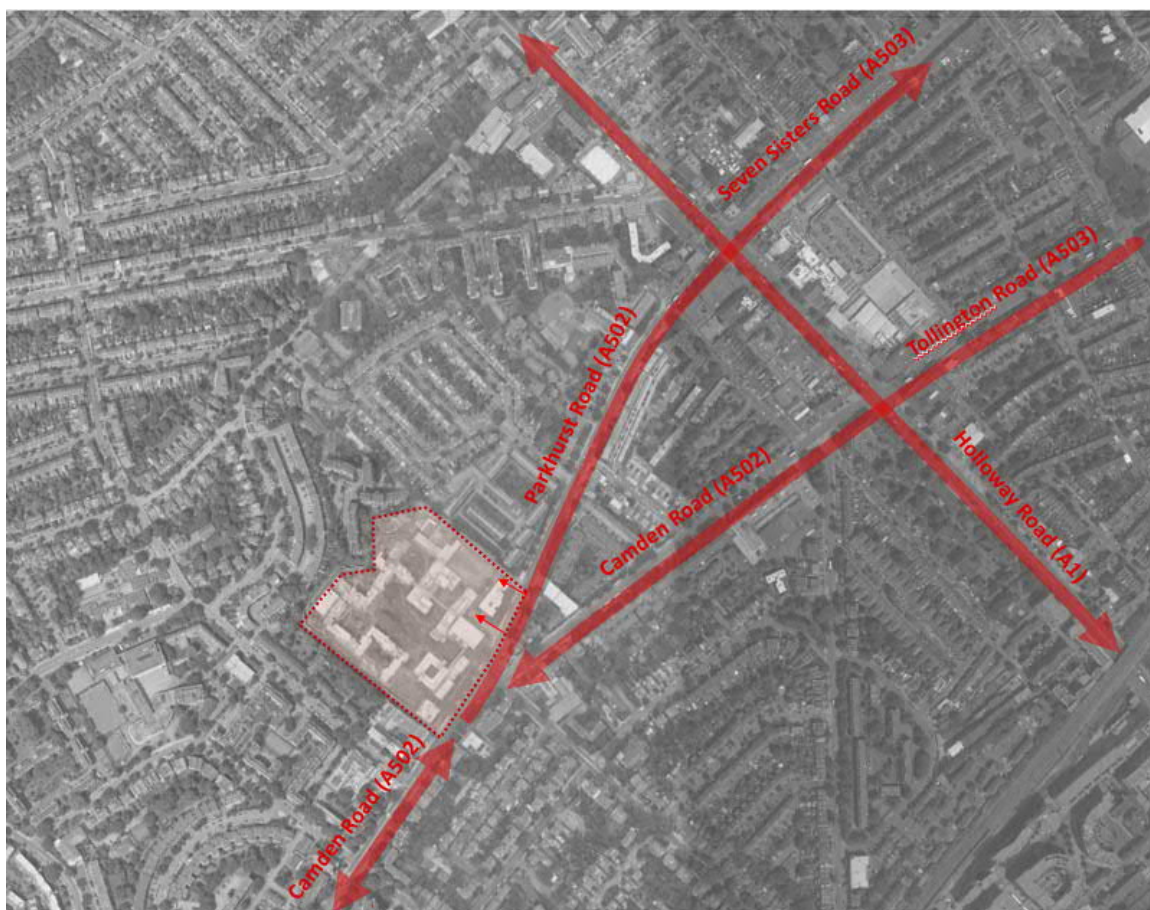
2.1.1 This section outlines the existing and future transport environment in relation to the site and its immediate surroundings.

### 2.2 ROAD NETWORK

#### BEFORE

2.2.1 The local highway network in the vicinity of the site is shown in Figure 2-1.

Figure 2-1: Local road network and vehicle access



2.2.1 The transport for London Road Network (TLRN), for which TfL is responsible, comprises the A502 (Parkhurst Road and Camden Road), and the A1 (Holloway Road) to the north-west.

2.2.2 The site currently has two vehicular access points, located to the north of the junction with Hilmanton Road. Both of the access points form priority junctions and operate as left-in/left-out onto Parkhurst Road.

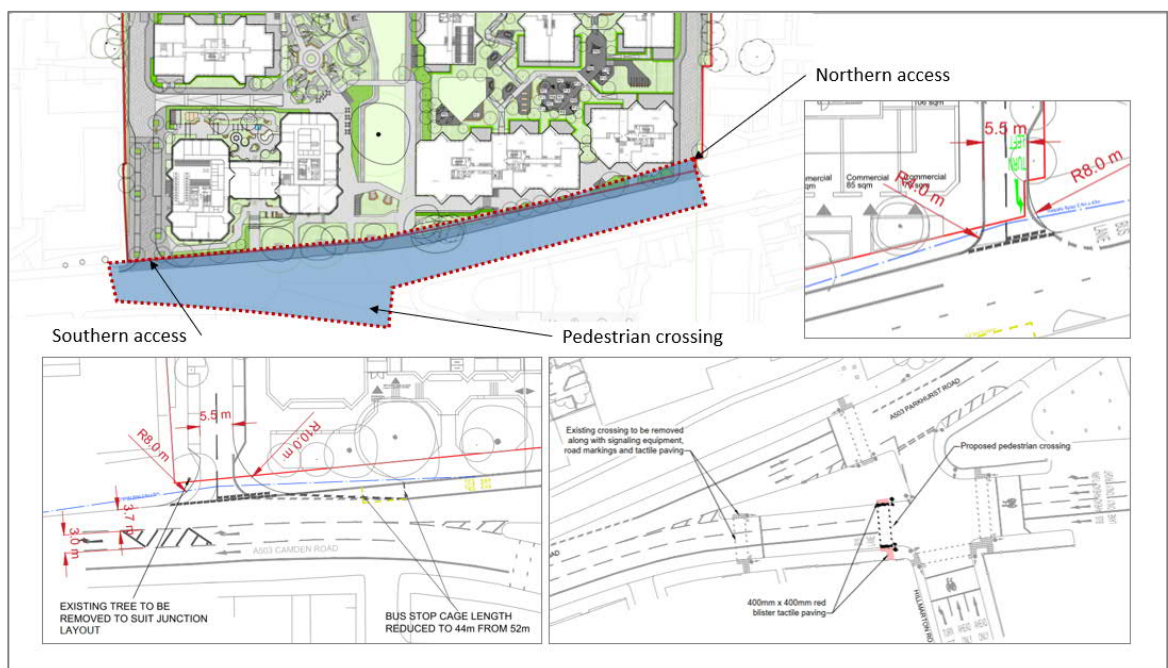
## AFTER

2.2.3 There is no proposal to make changes to the road network in the wider context, however, there will be minor changes associated with access arrangements to the site and will include the following:

- ⊙ The existing northern access will largely be retained albeit with minor kerb realignments.
- ⊙ The existing access opposite the garage will be closed and removed.
- ⊙ New access at the very south of the site will be introduced as an all-movements allowed junction.

2.2.4 The preliminary site access points design is presented in Figure 2-2.

Figure 2-2: Proposed site accesses



## 2.3 PEDESTRIAN AND CYCLE ACCESS

### BEFORE

2.3.1 The site is no longer used as a prison and has no pedestrian or cycle access point to the site.

### AFTER

2.3.2 The access strategy for the proposal is set out within Figure 2-3. The scheme is being designed to provide permeability and prioritise pedestrian and cyclist movement.

Figure 2-3: Access strategy



- 2.3.3 The proposed development will improve pedestrian and cycle connectivity from the surrounding area by creating new access points.
- 2.3.4 The development proposes three access points from Parkhurst Road, all of which will be available for pedestrian use. Two of these accesses will also be suitable for cyclist use. The development will also have a connection from Trecastle Way. The proposed accesses to the development site are presented in Figure 2-4.

Figure 2-4: Access strategy for pedestrians and cyclists





## 2.4 VEHICLE ACCESS

### BEFORE

2.4.1 The site currently has two vehicular access points onto Parkhurst Road.

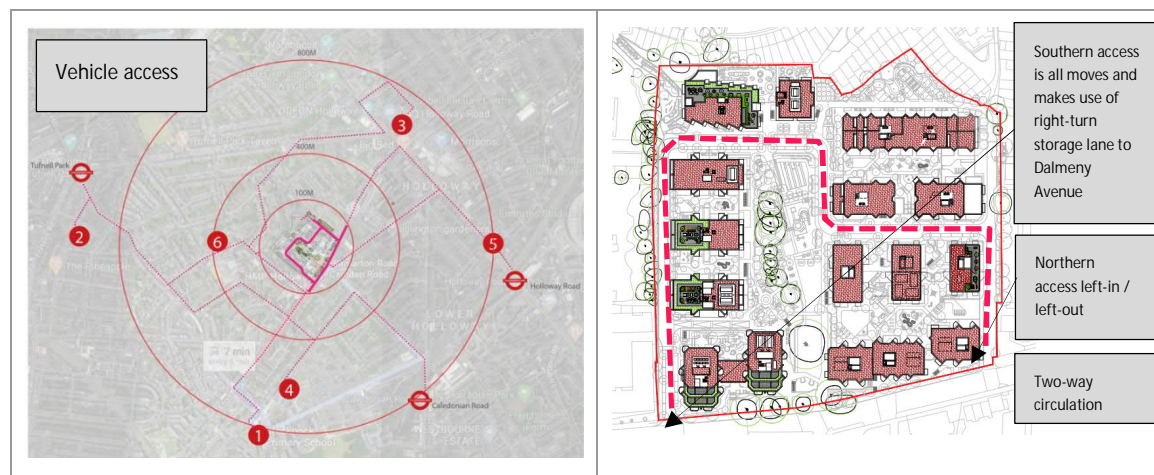
### AFTER

2.4.2 The proposed development will have two vehicular access points:

- Northern access will be left-in/left-out access;
- Southern access with all movements allowed. Vehicles approaching the site via the southern access will use the existing right-turn storage lane to Dalmeny Avenue which will be modified, and
- The internal road within the site will operate as a two-way road.

2.4.3 The vehicular access strategy for the site is presented in Figure 2-5.

Figure 2-5: Vehicle access strategy



2.4.4 The vehicular access is expected to be used primarily by delivery and servicing vehicles and Blue Badge holders to access the accessible parking spaces. Vehicle demands at each of the accesses are expected to be lower.

## 2.5 CYCLE PARKING

### BEFORE

2.5.1 The site has no cycle parking provided on-site. The closest public cycle parking is located circa 500m to the north of the site, on the approach to the junction with Holloway Road.

### AFTER

2.5.2 The proposed development will provide cycle parking provision in line with the London Plan (March 2021) for residential, Women's Building and residents' facilities including concierge, and in line with Draft Islington Local Plan for Class E.

2.5.3 The the proposed quantum of cycle spaces for residential dwellings is set up in **Table 2-1**.

Table 2-1: Cycle parking provision (residential)

DEVELOPMENT	Dwelling	Long Stay	Short Stay	
Plot A	1 Bed 1 Person	0	0	
	1 Bed 2 People	50	75	
	2 Bed	150	300	
	3 Bed	26	52	7
	4 Bed	9	18	
	<b>Total</b>	<b>234</b>	<b>445</b>	
Plot B	1 Bed 1 Person	0	0	
	1 Bed 2 People	123	185	
	2 Bed	177	354	
	3 Bed	18	36	10
	4 Bed	3	6	
	<b>Total</b>	<b>321</b>	<b>581</b>	
Plot C	1 Bed 1 Person	0	0	
	1 Bed 2 People	33	50	
	2 Bed	75	150	
	3 Bed	46	92	5
	4 Bed	1	2	
	<b>Total</b>	<b>155</b>	<b>294</b>	
Plot D	1 Bed 1 Person	0	0	
	1 Bed 2 People	17	26	
	2 Bed	142	284	
	3 Bed	24	48	6
	4 Bed	0	0	
	<b>Total</b>	<b>183</b>	<b>358</b>	
Plot E	1 Bed 1 Person	0	0	
	1 Bed 2 People	67	101	
	2 Bed	24	48	
	3 Bed	0	0	4
	4 Bed	0	0	
	<b>Total</b>	<b>91</b>	<b>149</b>	
Proposed Development	1 Bed 1 Person	0	0	
	1 Bed 2 People	290	435	39
	2 Bed	568	1136	



DEVELOPMENT	Dwelling	Long Stay	Short Stay
3 Bed	114	228	
4 Bed	13	26	
<b>Total</b>	<b>985</b>	<b>1825</b>	

- 2.5.4 Long stay cycle parking will be secure and sheltered and would comprise:
- ⊙ 80% of cycle parking would be two-tier cycle parking;
  - ⊙ 20% of cycle parking would be accessible cycle parking, for people with non-standard bicycles and those that struggle to use two-tier systems [75% as Sheffield stands and 25% as Sheffield stands with increased space (for cargo bikes, hand-cranked bikes, trailers, buggies, tandems, tricycles which can be up to 2.5m long and need additional space)], and
  - ⊙ The accessible cycle parking spaces should be located conveniently to the building entrances.
- 2.5.5 Separate cycle parking spaces is provided for the non-residential part of the development (i.e. Class E, Women's Building and residents' facilities including concierge). The the proposed quantum of cycle spaces for non-residential part of the development is set up in Table 2-2.

Table 2-2: Cycle parking provision (non-residential)

DEVELOPMENT		sqm GEA	Long Stay	Short Stay
<b>Plot B</b>	Class E	1,819	16	16
<b>Plot C</b>	Class E	168	4	4
<b>Plot C</b>	Women's Building	1,610	15	16
<b>Plot D</b>	Residents' facilities including concierge	1,412	3	2
<b>Total</b>			<b>38</b>	<b>36</b>

- 2.5.6 Short stay cycle parking would be provided within the public realm in the form of Sheffield stands.
- 2.5.7 All cycle spaces are designed in accordance with the LCDS.
- 2.5.8 The provision of cycle parking for each Plot, land use, location, and access strategies are presented on the drawings in Appendix B.

## 2.6 CAR PARKING

### BEFORE

- 2.6.1 The site historically had 84 car parking spaces available when operated as a prison. The site is currently vacant and does not generate any demand for parking beyond that associated with occasional maintenance of the site, or other short term activities.

### AFTER

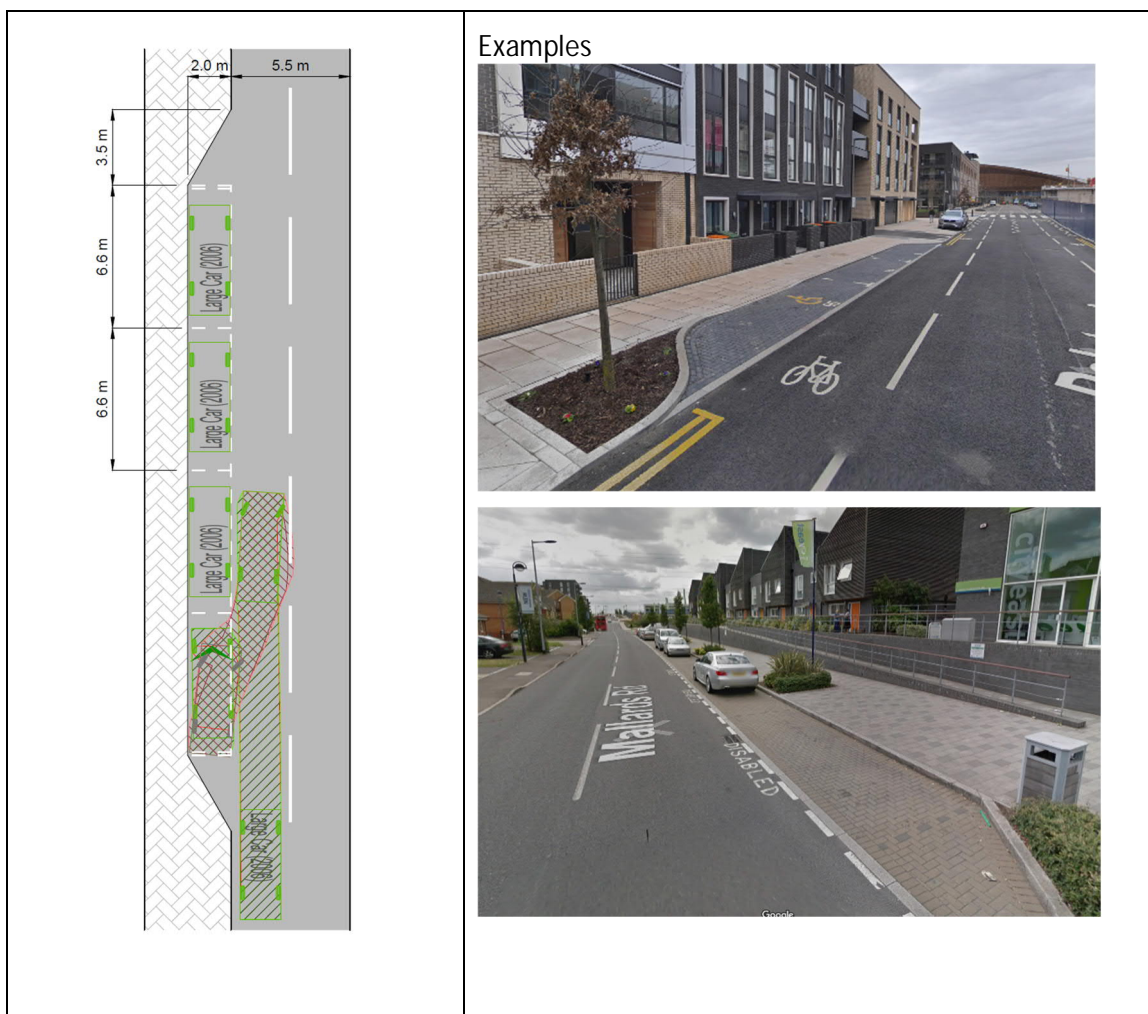
- 2.6.1 The development is proposed as car-free and will only provide 30 accessible parking spaces. These spaces will be provided within the site as on-street parking along the internal road within the site.



- 2.6.2 All car parking spaces will have access to active Electric Vehicles Charging Points (EVCPs).
- 2.6.3 No car parking spaces are proposed for the non-residential part of the development.
- 2.6.4 Considering the high PTAL of the site, the demographic of the likely occupants, and the desire to maximise the space available for the public realm, a car-free development is proposed and will only provide accessible parking. The London Plan (March 2021) requires an accessible parking space for 3% of dwellings (30 parking spaces).
- 2.6.5 It is recognised that the London Plan (March 2021) requires the applicant to provide an additional 7% Blue Badge parking either at the outset or demonstrate how such provision could be made in the future to respond to demand. With respect to additional parking spaces, to provide up to 10% of residential units with a Blue Badge parking space, Peabody has agreed to a financial contribution of £2000 per space not provided on-site. This accords with LBI's Planning Obligations (Section 106) SPD (2016).
- 2.6.6 To understand the current demand for Blue Badges parking spaces within the borough, an analysis of valid Blue Badges permits was assessed against the population and showed that 3.2% of the population have permits within LBI. However, this does not take account of the likely demographic of the proposed development as described earlier.
- 2.6.7 TCoL analysis suggests that the population in the local area and prospective new residents present a trend towards a car-free lifestyle and therefore, the site is in a highly accessible location with step-free access to the London Underground Network from Caledonian Road Station.
- 2.6.8 As such the proposed Blue Badge parking provision of 3% is considered adequate for the proposed development and the location and is expected to address the predicted demand.
- 2.6.9 The location of Blue Badge parking spaces is presented in Figure 3-1 and the indicative design, with existing examples, are presented in Figure 2-6.



Figure 2-6: Typical Blue Badge parking bay design

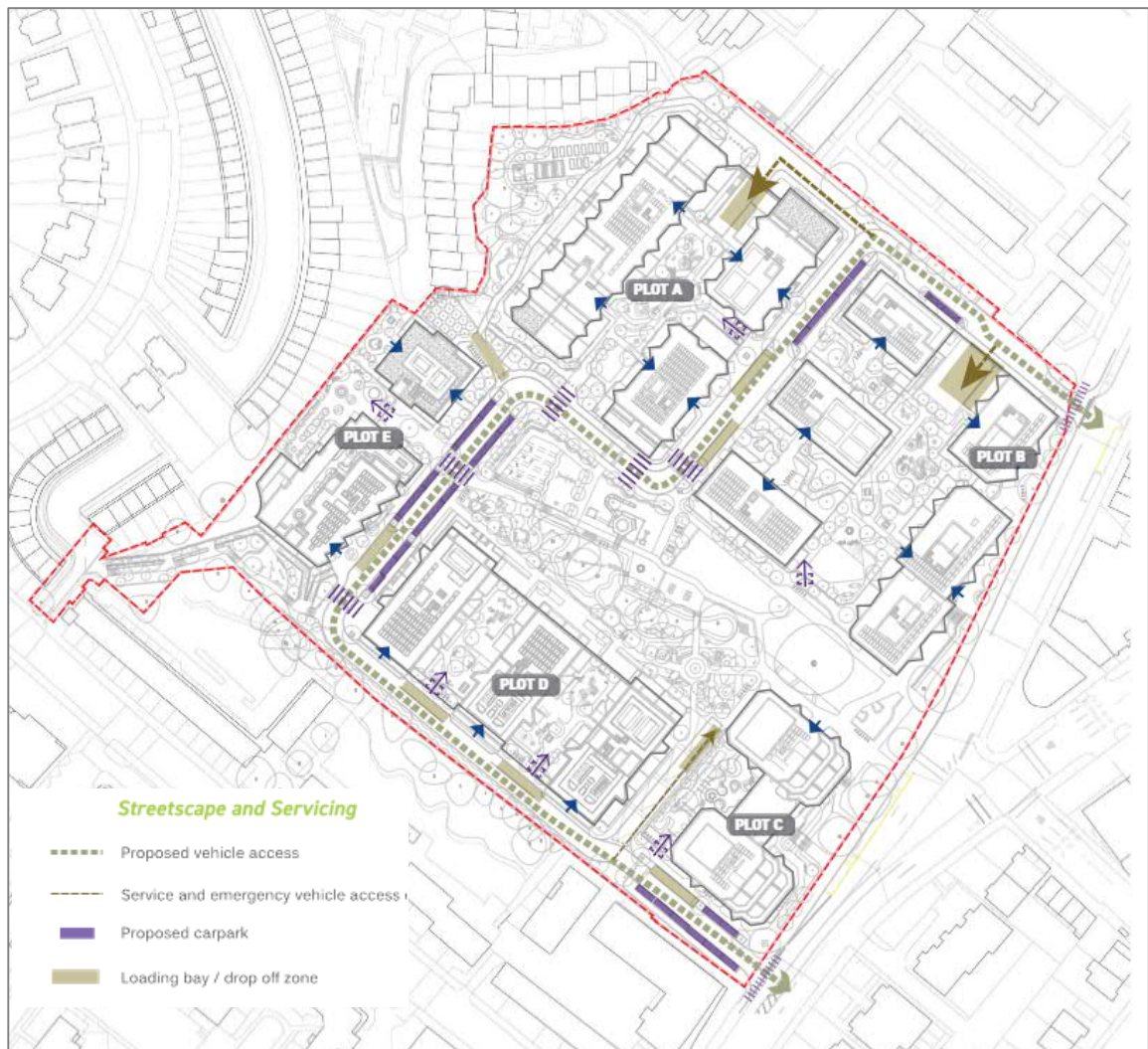


- 2.6.11 Based on local Blue Badge uptake statistics, the demand for the spaces is expected to be in the order of 3% spaces per dwelling. No general parking is proposed for commercial uses.
- 2.6.12 This provision aligns well with the average number of Blue Badge holders in Islington which is 3.2% and is broken down by age group as follows:
- ⊙ 0 – 19                      0.8% Blue Badge holders;
  - ⊙ 20 – 59                     1.6% Blue Badge holders;
  - ⊙ 0 – 69                        1.9% Blue Badge holders;
  - ⊙ 0 – 79                        2.5% Blue Badge holders, and
  - ⊙ 0 – 80+                      3.2% Blue Badge holders.
- 2.6.13 The proposed Blue Badge bays are marked out at 6.6m x 2.0m with the adjacent footway being clear of obstructions allowing this to be used to enter and exit vehicles safely.

# 3 PARKING ALLOCATION AND DESIGN

3.1.1 Figure 3-1 indicates the allocation of car parking on-site.

Figure 3-1: Proposed development site parking allocations



## 3.2 RESIDENTIAL PARKING

3.2.1 The development is proposed as car-free and will only provide 30 accessible parking spaces. These spaces will be provided within the site as on-street parking along the internal road within the site, as shown in Figure 3-1.

## 3.3 COMMERCIAL PARKING

3.3.1 No car parking spaces are proposed for the non-residential part of the development.

# 4 PARKING MANAGEMENT

## 4.1 INTRODUCTION

4.1.1 The PDMP will be operated by the Facilities Management (FM) company. The role of the FM company will be to ensure that car parks within the development are used appropriately in order to prevent informal or inappropriate parking by residents or visitors.

## 4.2 MANAGEMENT COMPANY

4.2.1 The appointed FM will be responsible for the allocation of spaces and will be responsible for overseeing the following measures:

- ⊙ Allocation of spaces;
- ⊙ Monitoring and enforcement of usage;
- ⊙ Security; and
- ⊙ Liaison with residents, commercial occupiers and the Council.

4.2.2 The welcome and information packs for tenants and commercial occupiers will be used to provide notification of the terms of use for parking within the development.

## 4.3 DISABLED CAR PARKING SPACES

4.3.1 New residents will only be able to obtain a disabled parking space should one be available. They may opt to be placed on a waiting list which will offer spaces on a first come first served basis; or they may choose not to rent if the development does not fulfil their requirements. Requests for further Blue Badge parking (if needed) will be considered on a first-come-first served basis.

4.3.2 Prior to signing the tenancy agreement, future potential residents will be informed on the availability of disabled parking.

4.3.3 As part of the allocation of disabled parking spaces, users will be required to provide their vehicle registration details, proof of ownership, and proof of they hold a valid Blue Badge. If a resident is required to use a different vehicle from their own at any time (for example a courtesy car), then they will be required to inform the on-site management at the reception desk.

## 4.4 ELECTRIC PARKING PROVISION

4.4.1 Electric vehicle charging points (EVCPs) will be provided in line with the London Plan (2021). It is proposed that 100% of the spaces will have electric vehicle charging outlets from day one.

## 4.5 CYCLE PARKING

4.5.1 On-site cycle parking is provided for all residents and employees of the proposed development in secure, lit and sheltered facilities.



- 4.5.2 Short-stay parking will be provided in the form of Sheffield stands within the proposed development's on-site public realm. This cycle parking provision will be for use by residents' visitors and visitors of the Class E units.
- 4.5.3 Access to each residential bicycle store will be via an electronic fob / key operated lock. Each resident will apply to the FM for a key. The FM will record the owners' details, together with the make and model of the bicycle.
- 4.5.4 Periodic inventory checks will be carried out to ensure current occupiers are utilising the bicycle store. Experience suggests that tenants can vacate an apartment and forget to remove their bicycle which results in spaces being taken where the owner is no longer an occupier of the building.
- 4.5.5 Staff of the commercial units will use cycle parking facilities provided within each commercial unit.

## 4.6 MONITORING AND ENFORCEMENT

- 4.6.1 The monitoring of the parking spaces will be the responsibility of the FM.
- 4.6.2 The FM will maintain an active presence on-site to observe and prevent any unauthorised parking. CCTV will also be used to monitor use of parking spaces and unauthorised activity.
- 4.6.3 The management team will conduct periodic checks of the vehicles parked on-site to ensure that no unauthorised vehicles are within using spaces. Should an unauthorised vehicle be found, the FM will make contact with the resident renting the parking space to determine the ownership of the vehicle and take appropriate action to have it removed where required.
- 4.6.4 The drivers of any vehicles observed to be parking without authorisation will be verbally warned by the FM and advised to park elsewhere if they are considered to be in breach of parking management measures.
- 4.6.5 Where applicable, failure to park as advised by the FM will result in a Penalty Charge Notice being issued.
- 4.6.6 A Penalty Charge Notice will be affixed to the windscreen of vehicles that are in breach of the terms of use for parking. Details of fines and related procedures will be detailed on signage located on the site and will be in according to the BPA Code of Practice.

### PARKING ENFORCEMENT MEASURES

- 4.6.7 The FM and concierge will be responsible for implementing and over-seeing the PDMP, including both implementation and enforcement of the controls. This will relate to the use of car parks, as well as the prevalence of any informal or inappropriate parking which may occur on the site.
- 4.6.8 Enforcement will be undertaken in accordance with the relevant British Parking Association guidelines.
- 4.6.9 The following examples of inappropriate parking will result in an adjustment to resident's management charge:
- ⦿ parking across or obstructing more than one marked parking space;
  - ⦿ parking outside of a marked parking space;
  - ⦿ parking in an inappropriate parking area;
  - ⦿ parking inappropriately / dangerously;
  - ⦿ parking such that it causes an obstruction; and



- ⦿ parking in a location that blocks an emergency access / egress.

4.6.10 Details of management charges 'fines' and related procedures will be detailed on signage located on the site and will be in according to the BPA Code of Practice.



# APPENDIX A

## SITE LAYOUT





**LEGEND**

**HARD LANDSCAPE**

- SURFACE TYPE 01 - TARMAC ROAD
- SURFACE TYPE 02 - CONCRETE BLOCK PAVING
- SURFACE TYPE 03 - PERMEABLE BLOCK PAVING
- SURFACE TYPE 04 - PERMEABLE BLOCK PAVING
- SURFACE TYPE 05 - PERMEABLE BLOCK PAVING
- SURFACE TYPE 06 - PERMEABLE RESIN BOUND GRAVEL
- SURFACE TYPE 07 - CONCRETE SETTS
- SURFACE TYPE 08 - PERMEABLE PLAY SURFACING
- SURFACE TYPE 09 - SELF-BINDING GRAVEL
- SURFACE TYPE 10 - COMPOSITE TIMBER DECKING
- SURFACE TYPE 11 - RESIDENTIAL PAVING

**SOFT LANDSCAPE**

- SPECIES RICH LAWN
- IN-GROUND PERENNIAL PLANTING
- PREPARED SELF-GROW BEDS
- FILTRATION GARDEN / RAINGARDEN
- EXISTING TREE TO BE RETAINED
- PROPOSED TREE OR SHRUB
- INDICATIVE SMOOTH MOUNDING IN PLAY SPACES

**WALLS, EDGES, STEPS AND FURNITURE**

- BRICK WALLS AND STEPS TO MATCH ADJACENT SURFACE TREATMENT
- RESIDENTIAL STEPS AND BRICK WALLS WITH GATE TO MATCH ADJACENT SURFACE TREATMENT
- ECOLOGICAL CRIB WALL BOUNDARY TO RATIONALISE LEVEL CHANGE
- WAY-FINDING SIGNAGE
- SHEFFIELD CYCLE STANDS ARRANGED IN GROUPS
- DROP-DOWN BOLLARDS TO MANAGE VEHICLE MOVEMENT

**SEATING AND SEAT ELEMENTS**

- BUILT-TIMBER SEATING ELEMENTS
- SEATING ELEMENTS

**SENSORY / EXTRA-CARE GARDEN**

- TIMBER CIRCLE SEATS WITH BACKS AND ARMS/RESTS WITH CENTRAL SCULPTURAL BIRD BATH

**WOMENS GARDEN + PUBLIC PARK MEMORIAL GARDEN**

- STAINLESS STEEL AND TIMBER PERGOLA WITH CLIMBING SPECIES

**PLAY EQUIPMENT**

PLAY EQUIPMENT AND LAYOUTS OF PLAY AREAS ARE UNDER REVIEW AND ARE SUBJECT TO CHANGE. THE LIST BELOW IS INDICATIVE AND NON-EXHAUSTIVE.

P01	ROBINIA STILTS	SUPPLIER: KOMPAN	P20	RESIDENTIAL HAMMOCKS	SUPPLIER: TO BE CONFIRMED
P02	ROBINIA BALANCE BEAM ON SPRINGS	SUPPLIER: RICHTER SPIELGERÄTE	P21	OUTDOOR MARBLES TABLE	SUPPLIER: RICHTER SPIELGERÄTE
P03	CUBE SEATS	SUPPLIER: WOODSCAPE	P22	JUMPING DISCS	SUPPLIER: RICHTER SPIELGERÄTE
P04	ROBINIA BALANCE POSTS WITH ROPE	SUPPLIER: KOMPAN	P23	YOU AND ME SWING	SUPPLIER: KOMPAN
P05	ROBINIA BALANCE PLUS	SUPPLIER: KOMPAN	P24	TIMBER ANIMALS	SUPPLIER: RICHTER SPIELGERÄTE
P06	TROLLS BALANCE BEAM	SUPPLIER: LAPPSET	P25	DUAL SWING SET	SUPPLIER: KOMPAN
P07	STEPPING LOSS - CLOVER	SUPPLIER: LAPPSET	P26	SUPERNOVA	SUPPLIER: KOMPAN
P08	EPDM BALLS - VARIOUS SIZES	SUPPLIER: STILAM	P27	CUSTOM PLAY TOWER WITH SLIDES, SWING BRIDGES, CLIMBING NETS, HIGH ROPES COURSE, HAND GRIPS AND CLIMBABLE MESH, FIREMAN'S POLE AND FEATURE SLIDES	SUPPLIER: TO BE CONFIRMED
P09	SMALL SEE-SAW SPRINGER	SUPPLIER: RICHTER SPIELGERÄTE	P28	SPINNER BOWL	SUPPLIER: KOMPAN
P10	TALK TUBES	SUPPLIER: JUPITER PLAY	P29	FOSSIL ROCKS AND CLIMBERS	SUPPLIER: TO BE CONFIRMED
P11	SLIDE TO MOUNDED PLAY AREA	SUPPLIER: RICHTER SPIELGERÄTE	P30	BUG HOTELS AND MAGNIFYING STATIONS	SUPPLIER: TO BE CONFIRMED
P12	WOBBLE DISC	SUPPLIER: RICHTER SPIELGERÄTE	P31	TIMBER BALANCING AND CLIMBING ELEMENTS TO CREATE NATURE TRAIL UNDER EXISTING TREES AND IN NATURE GARDEN	SUPPLIER: KOMPAN
P13	BIRDS NEST SWING	SUPPLIER: KOMPAN	P32	AGILITY TRAIL 5	SUPPLIER: WOODSCAPE
P14	TEE-PEE AND TODDLER TABLE	SUPPLIER: DUNCAN AND GROVE	P33	AGILITY TRAIL 6	SUPPLIER: WOODSCAPE
P15	CLIMBING HOLDS AND ROPE	SUPPLIER: CORE CLIMBING	P34	AGILITY TRAIL 7	SUPPLIER: WOODSCAPE
P16	SCRAMBLING CUBE BLOCKS	SUPPLIER: WOODSCAPE	P35	AGILITY TRAIL 8	SUPPLIER: WOODSCAPE
P17	HERONS NEST	SUPPLIER: HANDMADE PLACES	P36	AGILITY TRAIL 9	SUPPLIER: WOODSCAPE
P18	MEMORY GAME	SUPPLIER: RICHTER SPIELGERÄTE	P37	MID-KITCHEN AND LEARNING AREA	SUPPLIER: TO BE CONFIRMED
P19	WIDOWS WEB NEST	SUPPLIER: SOVEREIGN PLAY	P38	OUTDOOR TABLE TENNIS TABLES	SUPPLIER: TO BE CONFIRMED
			P39	SPINNER	SUPPLIER: KOMPAN

**ECOLOGICAL ENHANCEMENT AND HABITAT**

ANIMAL HOMES AND FINAL QUANTITIES TO BE SELECTED BY QUALIFIED PROJECT ECOLOGIST. ALL ANIMAL HOMES TO BE LOCATED FACING SOUTH OR WEST. PROPOSED HOMES INTEGRATED WITHIN THE FRAMEWORK OF THE BUILDING FACADE ARE NOT SHOWN.

- EC01 STABILING BOXES
- EC02 BUG HOTEL

**WOMENS GARDEN + PUBLIC PARK MEMORIAL GARDEN**

- STAINLESS STEEL AND TIMBER PERGOLA WITH CLIMBING SPECIES

**PLAY EQUIPMENT**

PLAY EQUIPMENT AND LAYOUTS OF PLAY AREAS ARE UNDER REVIEW AND ARE SUBJECT TO CHANGE. THE LIST BELOW IS INDICATIVE AND NON-EXHAUSTIVE.

**SENSORY / EXTRA-CARE GARDEN**

- TIMBER CIRCLE SEATS WITH BACKS AND ARMS/RESTS WITH CENTRAL SCULPTURAL BIRD BATH

**WOMENS GARDEN + PUBLIC PARK MEMORIAL GARDEN**

- STAINLESS STEEL AND TIMBER PERGOLA WITH CLIMBING SPECIES

**SEATING AND SEAT ELEMENTS**

- BUILT-TIMBER SEATING ELEMENTS
- SEATING ELEMENTS

**WALLS, EDGES, STEPS AND FURNITURE**

- BRICK WALLS AND STEPS TO MATCH ADJACENT SURFACE TREATMENT
- RESIDENTIAL STEPS AND BRICK WALLS WITH GATE TO MATCH ADJACENT SURFACE TREATMENT
- ECOLOGICAL CRIB WALL BOUNDARY TO RATIONALISE LEVEL CHANGE
- WAY-FINDING SIGNAGE
- SHEFFIELD CYCLE STANDS ARRANGED IN GROUPS
- DROP-DOWN BOLLARDS TO MANAGE VEHICLE MOVEMENT

**SOFT LANDSCAPE**

- SPECIES RICH LAWN
- IN-GROUND PERENNIAL PLANTING
- PREPARED SELF-GROW BEDS
- FILTRATION GARDEN / RAINGARDEN
- EXISTING TREE TO BE RETAINED
- PROPOSED TREE OR SHRUB
- INDICATIVE SMOOTH MOUNDING IN PLAY SPACES

**HARD LANDSCAPE**

- SURFACE TYPE 01 - TARMAC ROAD
- SURFACE TYPE 02 - CONCRETE BLOCK PAVING
- SURFACE TYPE 03 - PERMEABLE BLOCK PAVING
- SURFACE TYPE 04 - PERMEABLE BLOCK PAVING
- SURFACE TYPE 05 - PERMEABLE BLOCK PAVING
- SURFACE TYPE 06 - PERMEABLE RESIN BOUND GRAVEL
- SURFACE TYPE 07 - CONCRETE SETTS
- SURFACE TYPE 08 - PERMEABLE PLAY SURFACING
- SURFACE TYPE 09 - SELF-BINDING GRAVEL
- SURFACE TYPE 10 - COMPOSITE TIMBER DECKING
- SURFACE TYPE 11 - RESIDENTIAL PAVING

**LEGEND**

PLANNING APPLICATION BOUNDARY

Scale: 1:500 @ A1  
Date: 01.11.2021

0 20m

No dimensions are to be scaled from this drawing. All dimensions are to be checked on site. Area measurements for indicative purposes only.

This drawing is the property of Exterior Architecture Ltd. No part of the drawing may be reproduced in any manner without permission from Exterior Architecture Ltd.

Client  
**PEABODY**

Project title  
**PROJECT HOLLOWAY**

Drawing title  
**Landscape General Arrangement  
Plan\_Ground Floor**

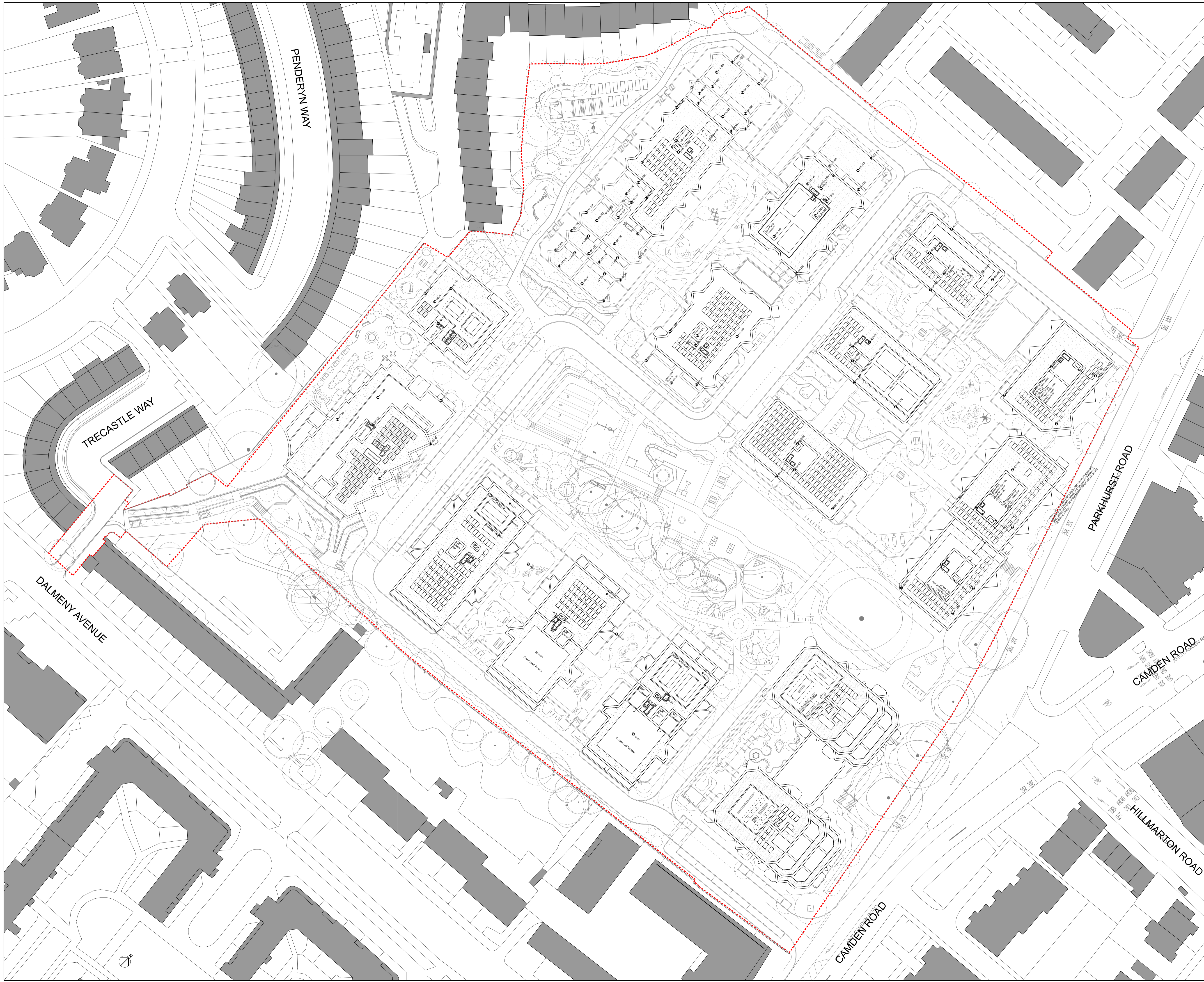
Rev	Description	Date
P01	PLANNING SUBMISSION	01.11.2021

Issued By: London  
Scale: 1:500 @ A1  
Status: PLANNING  
Date: 01.11.2021

T: 020 7978 2101  
Drawn: EXA  
Checked: TOD  
Approved: LP

Drawing number: 1947-EXA-ZZ-DR-L-00100  
Revision: P01

Unit 17.1, The Leather Market, 11-13 Weston Street, London, SE1 3ER  
MANCHESTER  
Studio 537, The Royal Exchange, St Anns Square, Manchester, M2 7DH  
E-MAIL: office@exteriorarchitecture.com  
WEB: www.exteriorarchitecture.com



**KEY**

1 BED	CYCLE STORE
2 BED	EXTRA-CARE
3 BED	RESIDENTS SHARED FACILITIES
4 BED	SOCIAL RENT
WOMENS BUILDING	LONDON SHARED OWNERSHIP
REFUSE STORE	PRIVATE
COMMERCIAL	SHARED BETWEEN PRIVATE AND LSO
PLANT	AH ACCESS HATCH
BIODIVERSE ROOF	SV SMOKE VENT
	PV PHOTOVOLTAIC PANELS
	AOV AUTOMATIC OPENING VENTS
	DRY RISER INLET

0 1m 2m 5m 10m

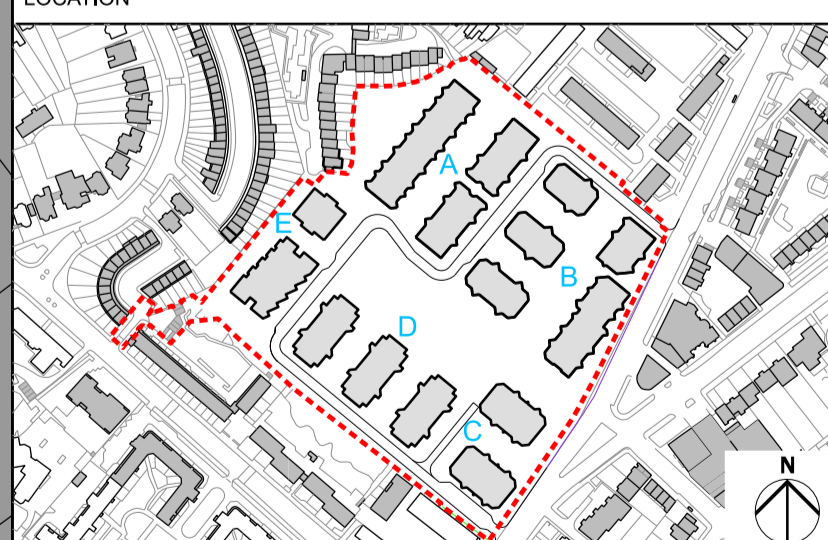
LANDSCAPE AND PUBLIC REALM INDICATIVE. REFER TO LANDSCAPE ARCHITECT INFORMATION.

29/05/20	INFORMATION
REV	DATE

**NOTE**

When this drawing is issued in uncontrolled CAD format it will be accompanied by a PDF version and is issued to enable the recipient to prepare their own documents / models / drawings for which they are solely responsible. The recipient should report all drawing errors, omissions and discrepancies to the architect. All dimensions should be checked on site by the contractor and such dimensions shall be the contractor's responsibility.

Allford Hall Monaghan Morris Limited accepts no responsibility or liability for:-  
 - any use of this drawing by parties other than the party for whom it was prepared or for purposes other than those for which it was prepared  
 - any alterations or additions to or discrepancies arising out of changes to the background information on which the drawings are based that was current at the time of issue, and which occur to that information after it has been issued by AHMM  
 - any loss or degradation of the information held in this drawing resulting from the translation from the original file format to any other file format or from the recipient's reading of it in any other programme or any version of the programme other than that which was used to prepare it  
 - the accuracy of survey information provided by others or for any costs, claims, proceedings and expenses arising out of reliance on such information  
 - any scaling from this drawing other than by the local planning authority solely for the purposes of the planning application to which it relates



**ALLFORD HALL MONAGHAN MORRIS**  
 ARCHITECTS Ltd  
 MORELANDS, 5-23 OLD STREET LONDON EC1V 9HL  
 TEL 020 7251 5261 FAX 020 7251 5123 WEB WWW.AHMM.CO.UK

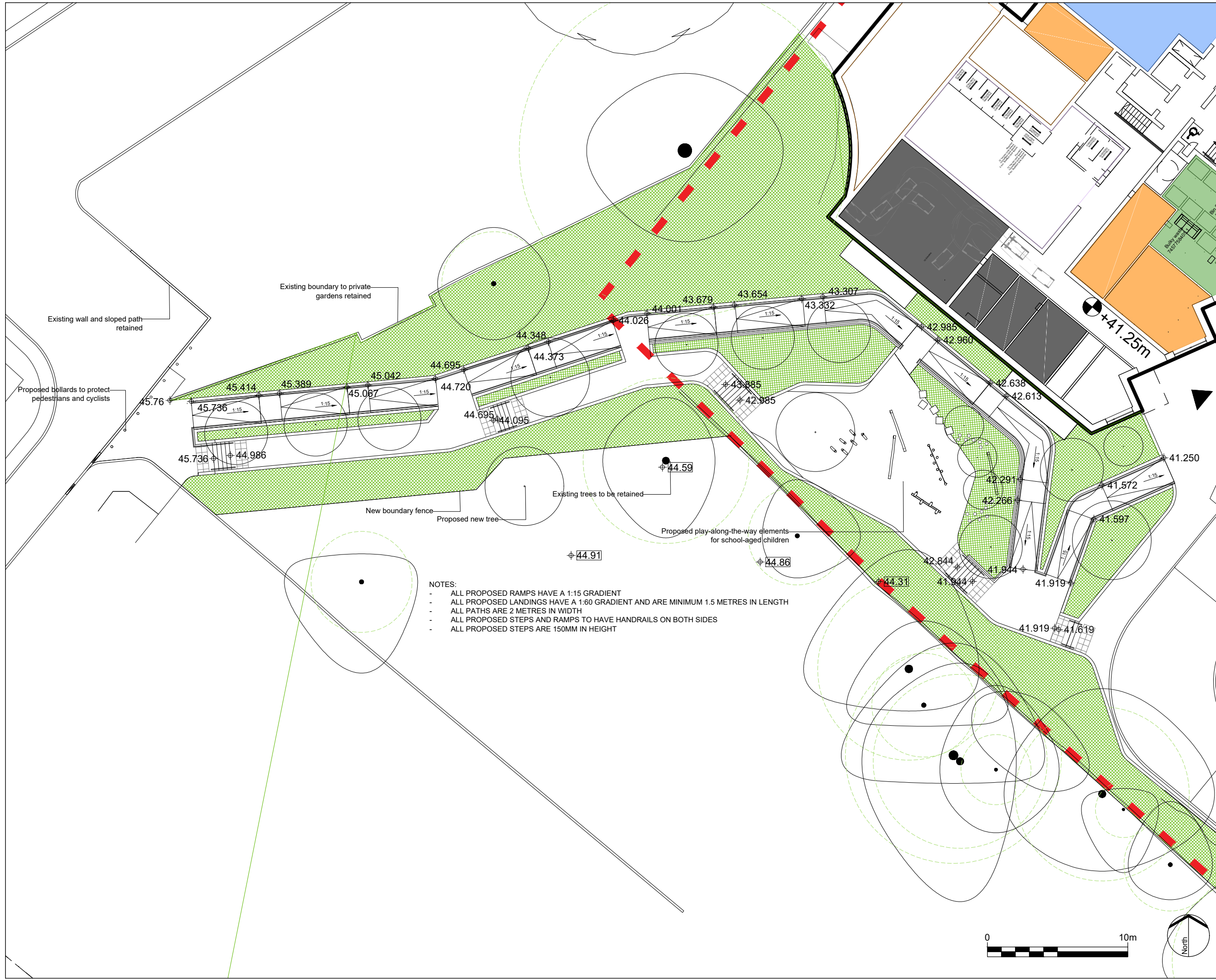
job title  
**PROJECT HOLLOWAY**  
 drawing title / location  
**MASTERPLAN  
 PROPOSED SITE PLAN**

drawn by	checked	scale	status
AC	LL	1:500@A1; 1:1000@A3	INFORMATION
project	zone	source	classification
17105	0	-	(00)_100 -

No dimensions are to be scaled from this drawing.  
 All dimensions are to be checked on site.  
 Area measurements for indicative purposes only.

This drawing is the property of Exterior Architecture Ltd.  
 No part of the drawing may be reproduced in any manner without  
 permission from Exterior Architecture Ltd.

Client  
 PEABODY



- NOTES:
- ALL PROPOSED RAMPS HAVE A 1:15 GRADIENT
  - ALL PROPOSED LANDINGS HAVE A 1:60 GRADIENT AND ARE MINIMUM 1.5 METRES IN LENGTH
  - ALL PATHS ARE 2 METRES IN WIDTH
  - ALL PROPOSED STEPS AND RAMPS TO HAVE HANDRAILS ON BOTH SIDES
  - ALL PROPOSED STEPS ARE 150MM IN HEIGHT

Rev	Description	Date
###	###	###
###	###	###
###	###	###
###	###	###
###	###	###
###	###	###
###	###	###
###	###	###
###	FOR INFORMATION	20.08.2021

**EXTERIOR ARCHITECTURE**  
 LONDON  
 Unit 17.1, The Leather Market, 11-13 Weston Street, London, SE1 3ER  
 MANCHESTER  
 Studio 537, The Royal Exchange, St Anns Square, Manchester, M2 7DH

E-MAIL office@exteriorarchitecture.com  
 WEB www.exteriorarchitecture.com

Project title  
**HOLLOWAY PRISON**

Drawing title  
**TRECASTLE CONNECTION**

Issued By	London	T: 020 7978 2101
Scale	1:250 @ A3	Drawn AB
Status	FOR INFORMATION	Checked TOD
Date	20.08.2021	Approved TOD
Drawing number	TRECASTLE	Revision -

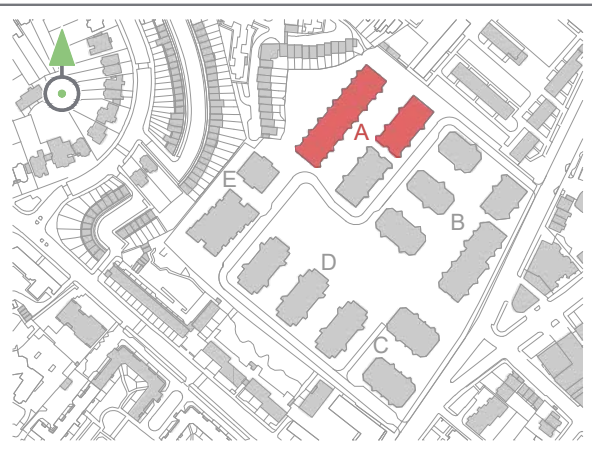


\\EA-LONDON-SRV01\FOLDER\DIRECTED\USERS\VALISON\BAKER\DESKTOP\PIXREF\_NETWORK\_TRECASTLE.DWG

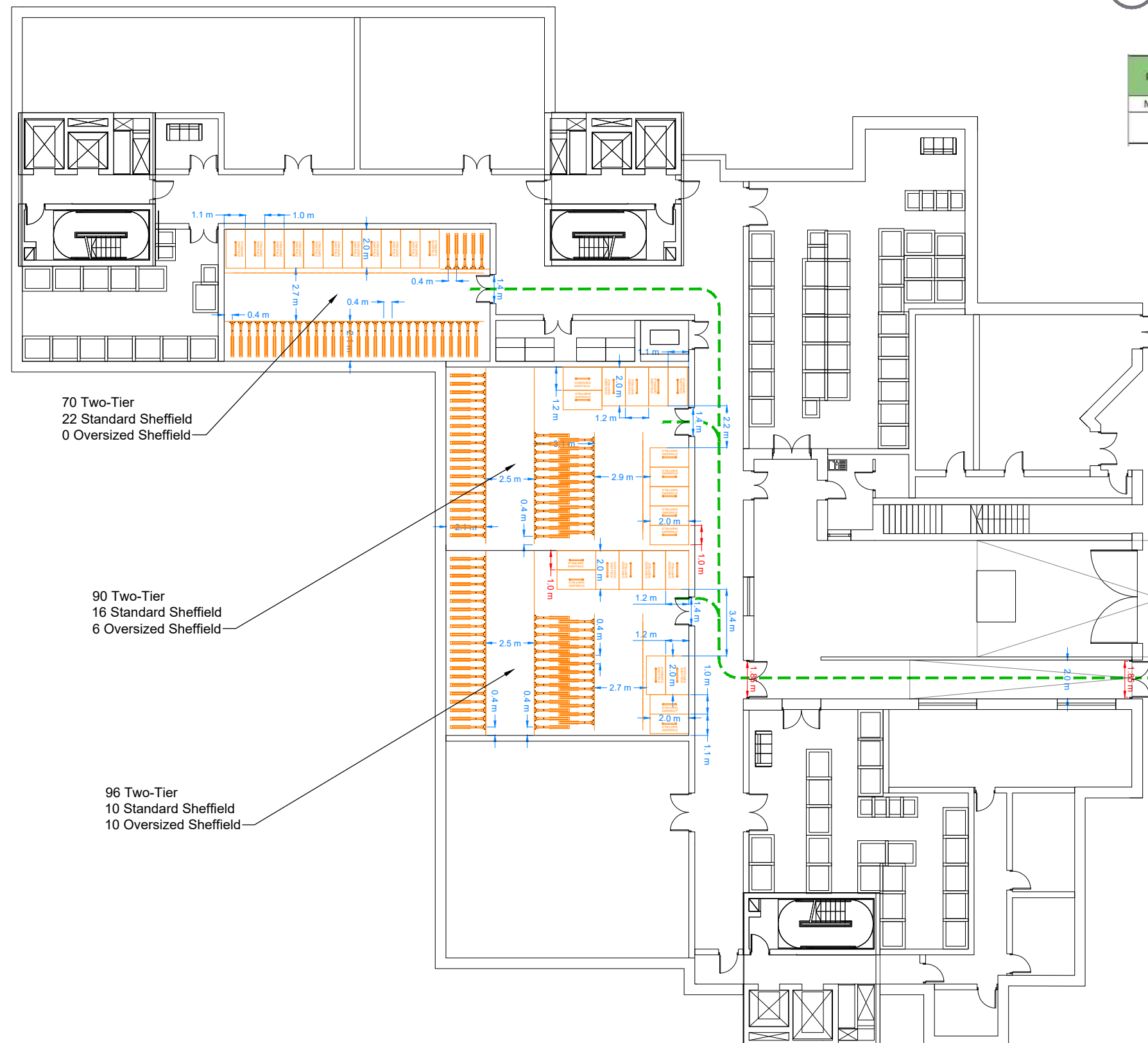
# APPENDIX B

## CYCLE PARKING PROVISION





PLOT A - Residential Parking	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LP	356	67	22	445
Provided	336	88	22	446
	75%	20%	5%	100%



70 Two-Tier  
22 Standard Sheffield  
0 Oversized Sheffield

90 Two-Tier  
16 Standard Sheffield  
6 Oversized Sheffield

96 Two-Tier  
10 Standard Sheffield  
10 Oversized Sheffield

REV	DATE	COMMENT	APP
B	01.11.21	Updated Layout	ML
A	16.09.21	First Issue	ML

REVISION DETAILS

DRAWING NO.

**2490-1130-T-030**

DRAWN | APPROVED | DATE

EP | ML | SEP 21

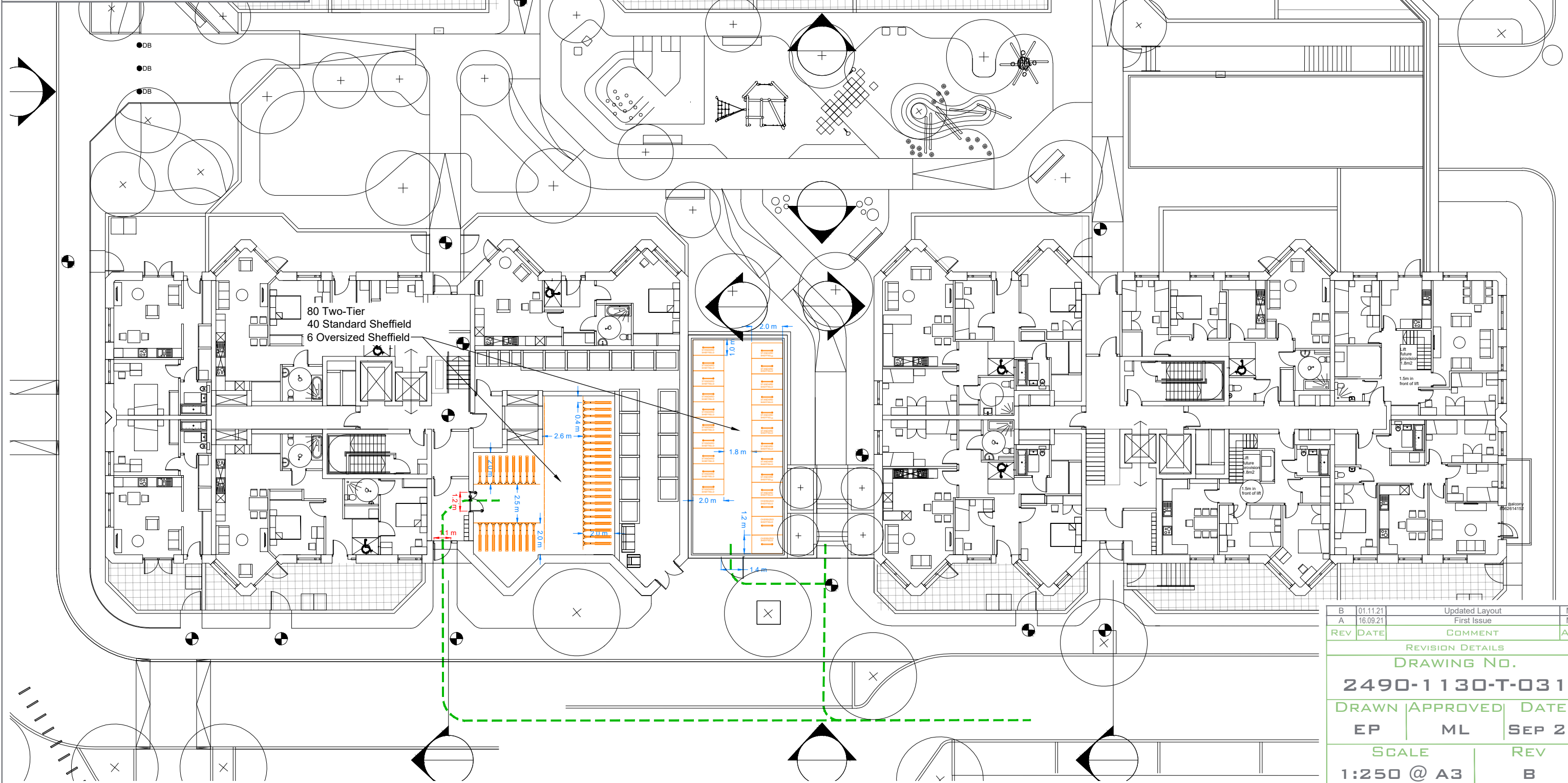
SCALE | REV

1:250 @ A3 | B





PLOT A - Residential Parking	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LP	356	67	22	445
Provided	336	88	22	446
	75%	20%	5%	100%



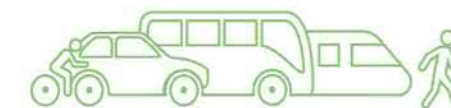
REV	DATE	COMMENT	APP
B	01.11.21	Updated Layout	ML
A	16.09.21	First Issue	ML

REVISION DETAILS

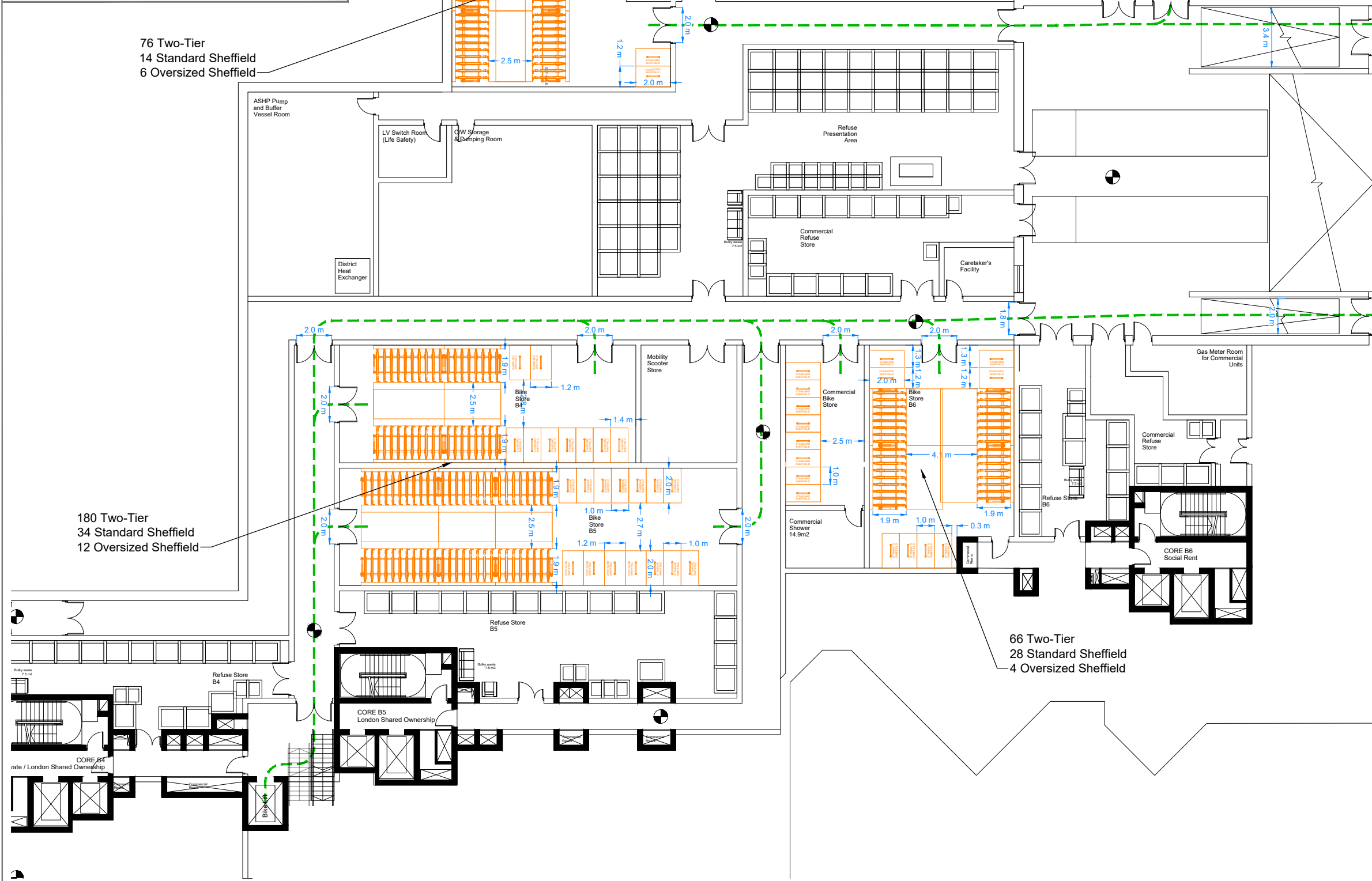
DRAWING NO.		
<b>2490-1130-T-031</b>		
DRAWN	APPROVED	DATE
EP	ML	SEP 21
SCALE		REV
1:250 @ A3		B

CLIENT  
**PEABODY**  
PROJECT  
**HOLLOWAY PRISON**

DRAWING TITLE  
**CYCLE STORAGE PROVISION  
BLOCK A - UPPER GROUND**







76 Two-Tier  
14 Standard Sheffield  
6 Oversized Sheffield

68 Two-Tier  
12 Standard Sheffield  
4 Oversized Sheffield

180 Two-Tier  
34 Standard Sheffield  
12 Oversized Sheffield

66 Two-Tier  
28 Standard Sheffield  
4 Oversized Sheffield

PLOT B - Residential Parking	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LP	464	87	29	581
Provided	474	88	32	594
	80%	15%	5%	100%

PLOT B - Class E	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LP	13	2	1	16
Provided	0	16	0	16
	0%	100%	0%	100%

B	01.11.21	Updated Layout	ML
A	16.09.21	First Issue	ML
REV	DATE	COMMENT	APP

REVISION DETAILS		
DRAWING NO.		
2490-1130-T-032		
DRAWN	APPROVED	DATE
EP	ML	SEP 21
SCALE		REV
1:250 @ A3		B

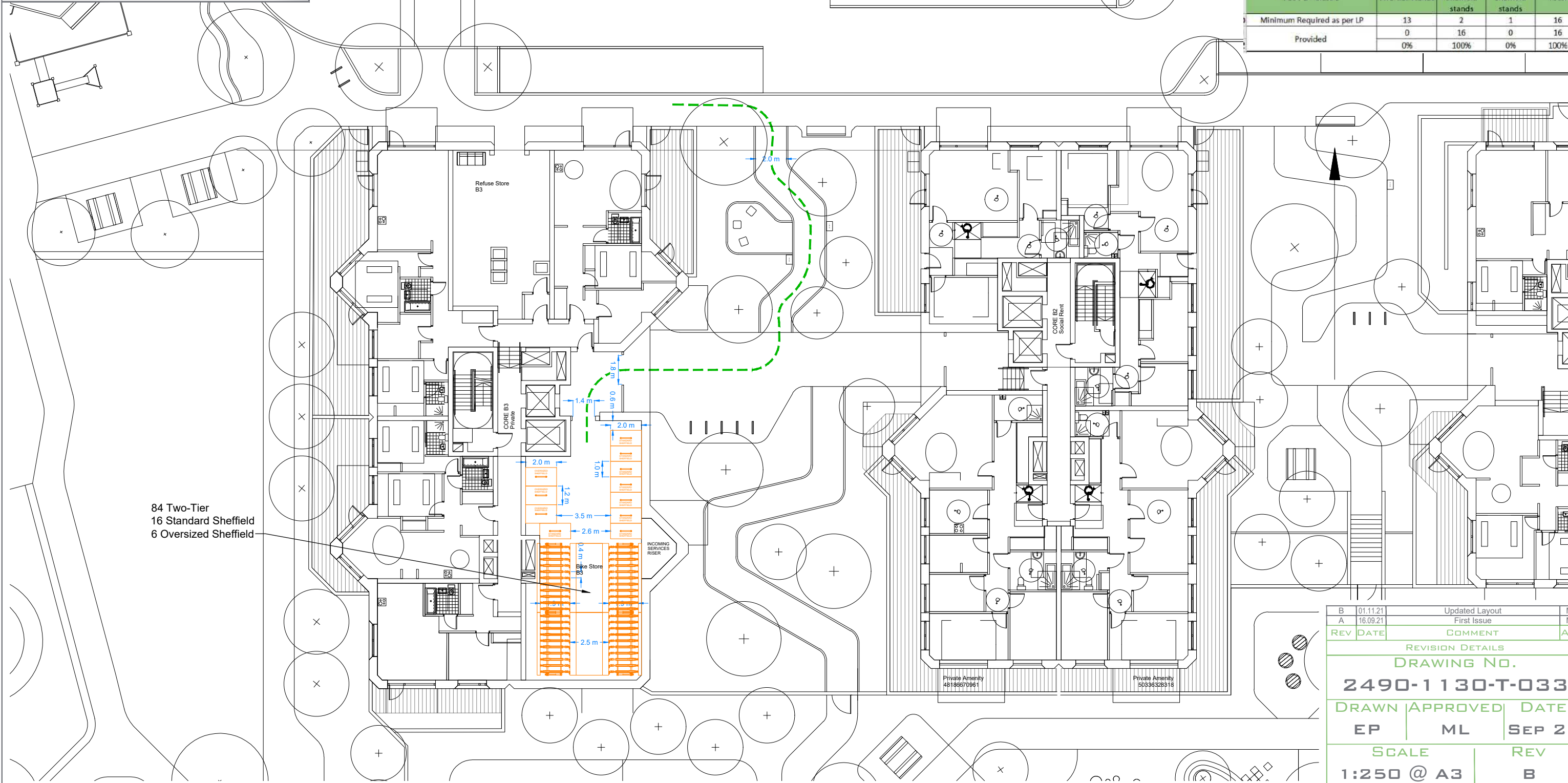




PLOT B - Residential Parking				
	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LP	464	87	29	581
Provided	474	88	32	594
	80%	15%	5%	100%

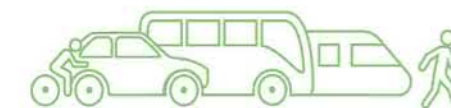
PLOT B - Class E				
	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LP	13	2	1	16
Provided	0	16	0	16
	0%	100%	0%	100%

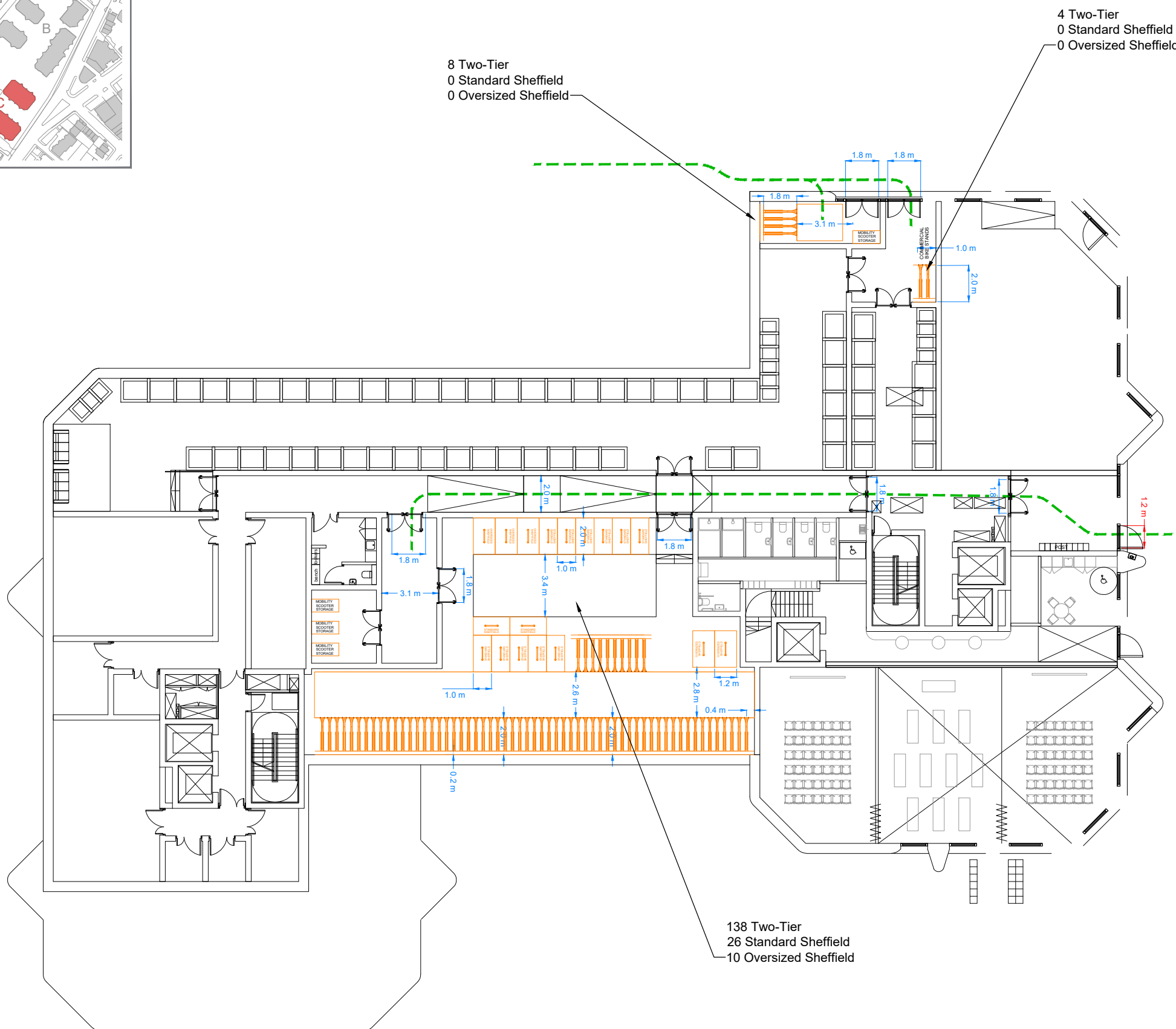
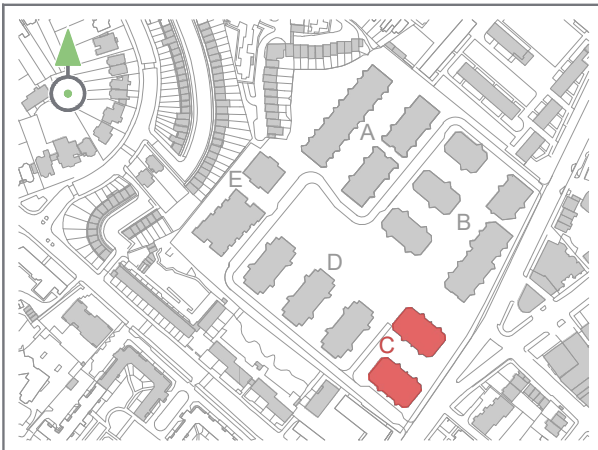


84 Two-Tier  
16 Standard Sheffield  
6 Oversized Sheffield

REV	DATE	COMMENT	APP
B	01.11.21	Updated Layout	ML
A	16.09.21	First Issue	ML

REVISION DETAILS		
DRAWING NO.		
<b>2490-1130-T-033</b>		
DRAWN	APPROVED	DATE
EP	ML	SEP 21
SCALE	REV	
1:250 @ A3	B	





8 Two-Tier  
0 Standard Sheffield  
0 Oversized Sheffield

4 Two-Tier  
0 Standard Sheffield  
0 Oversized Sheffield

138 Two-Tier  
26 Standard Sheffield  
10 Oversized Sheffield

PLOT C - Residential Parking	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LP	235	44	15	294
Provided	80%	15%	5%	100%

PLOT C - Class E	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LBI	4	0	0	4
Provided	100%	0%	0%	100%

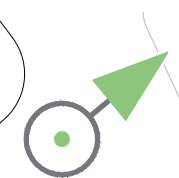
  

PLOT C - Women's Building	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LBI	6	1	0	7
Provided	44%	56%	0%	100%

REV	DATE	COMMENT	APP
C	09.11.21	Updated Layout	ML
B	01.11.21	Updated Layout	ML
A	16.09.21	First Issue	ML

REVISION DETAILS		
DRAWING NO.		
2490-1130-T-034		
DRAWN	APPROVED	DATE
EP	ML	SEP 21
SCALE	REV	
1:250 @ A3	C	





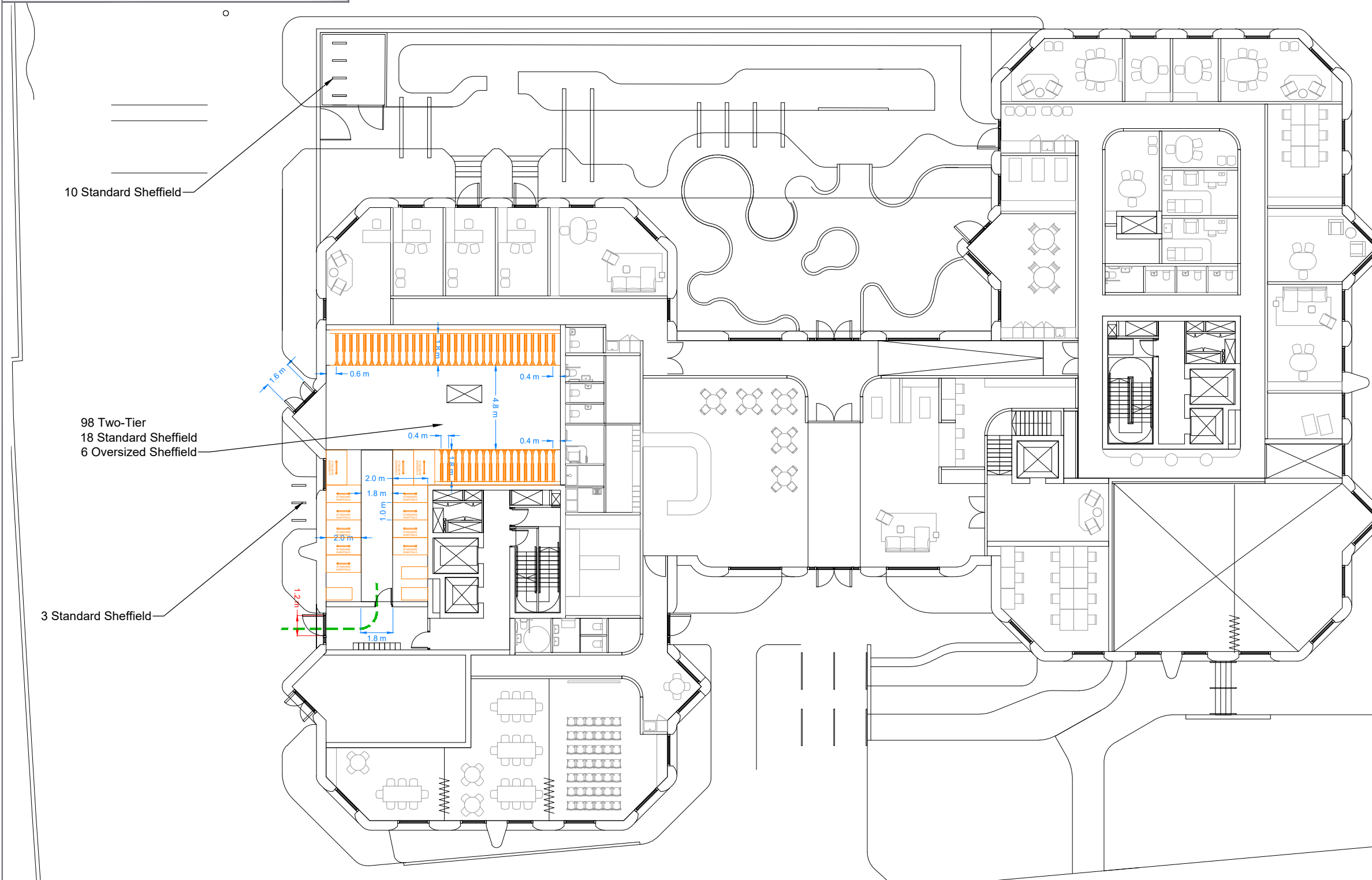
PLOT C - Residential Parking	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LP	235	44	15	294
Provided	236 80%	44 15%	16 5%	296 100%

PLOT C - Class E	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LBI	4	0	0	4
Provided	4 100%	0 0%	0 0%	4 100%

PLOT C - Women's Building	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LBI	6	1	0	7
Provided	8 44%	10 56%	0 0%	18 100%



REV	DATE	COMMENT	APP
C	09.11.21	Updated Layout	ML
B	01.11.21	Updated Layout	ML
A	16.09.21	First Issue	ML

REVISION DETAILS		
DRAWING NO.		
<b>2490-1130-T-035</b>		
DRAWN	APPROVED	DATE
EP	ML	SEP 21
SCALE	REV	
1:250 @ A3	C	

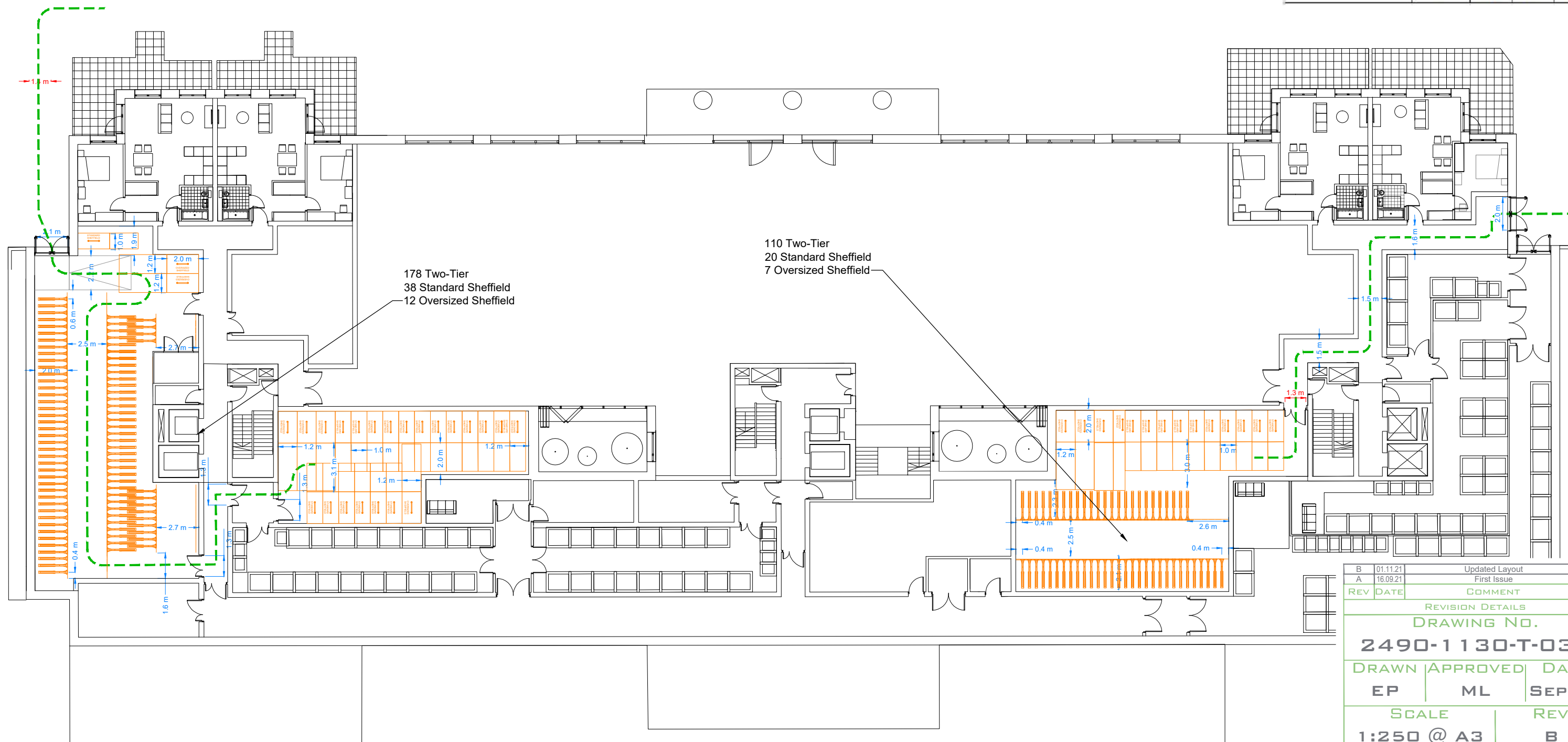




PLOT D - Residential Parking	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LP	286	54	18	358
Provided	80%	15%	5%	100%

PLOT D - Concierge	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LBI	0	4	0	4
Provided	0%	100%	0%	100%



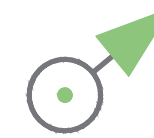
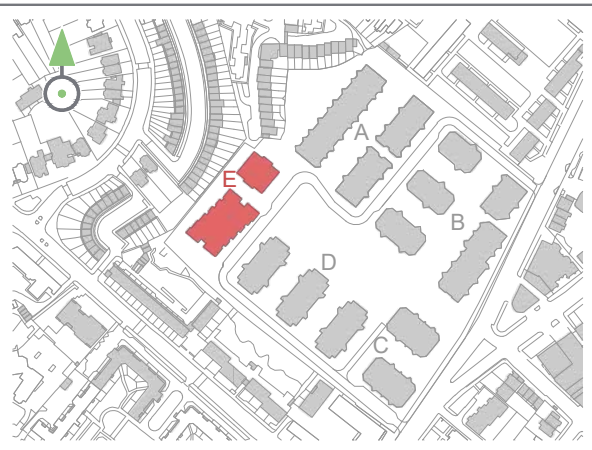
B	01.11.21	Updated Layout	ML
A	16.09.21	First Issue	ML
REV	DATE	COMMENT	APP
REVISION DETAILS			
DRAWING NO.			
<b>2490-1130-T-036</b>			
DRAWN	APPROVED	DATE	
EP	ML	SEP 21	
SCALE		REV	
1:250 @ A3		B	

CLIENT  
**PEABODY**

PROJECT  
**HOLLOWAY PRISON**

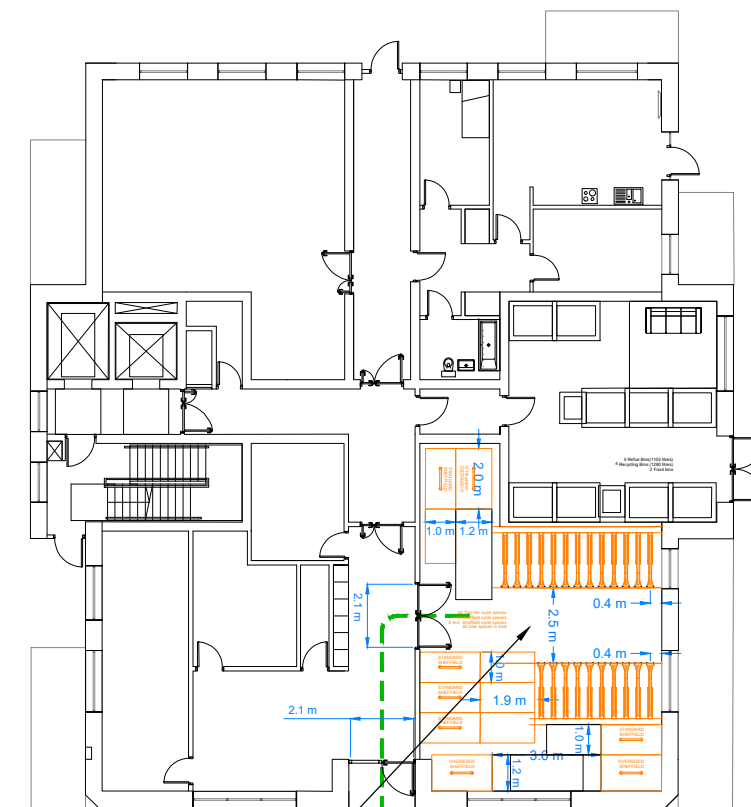
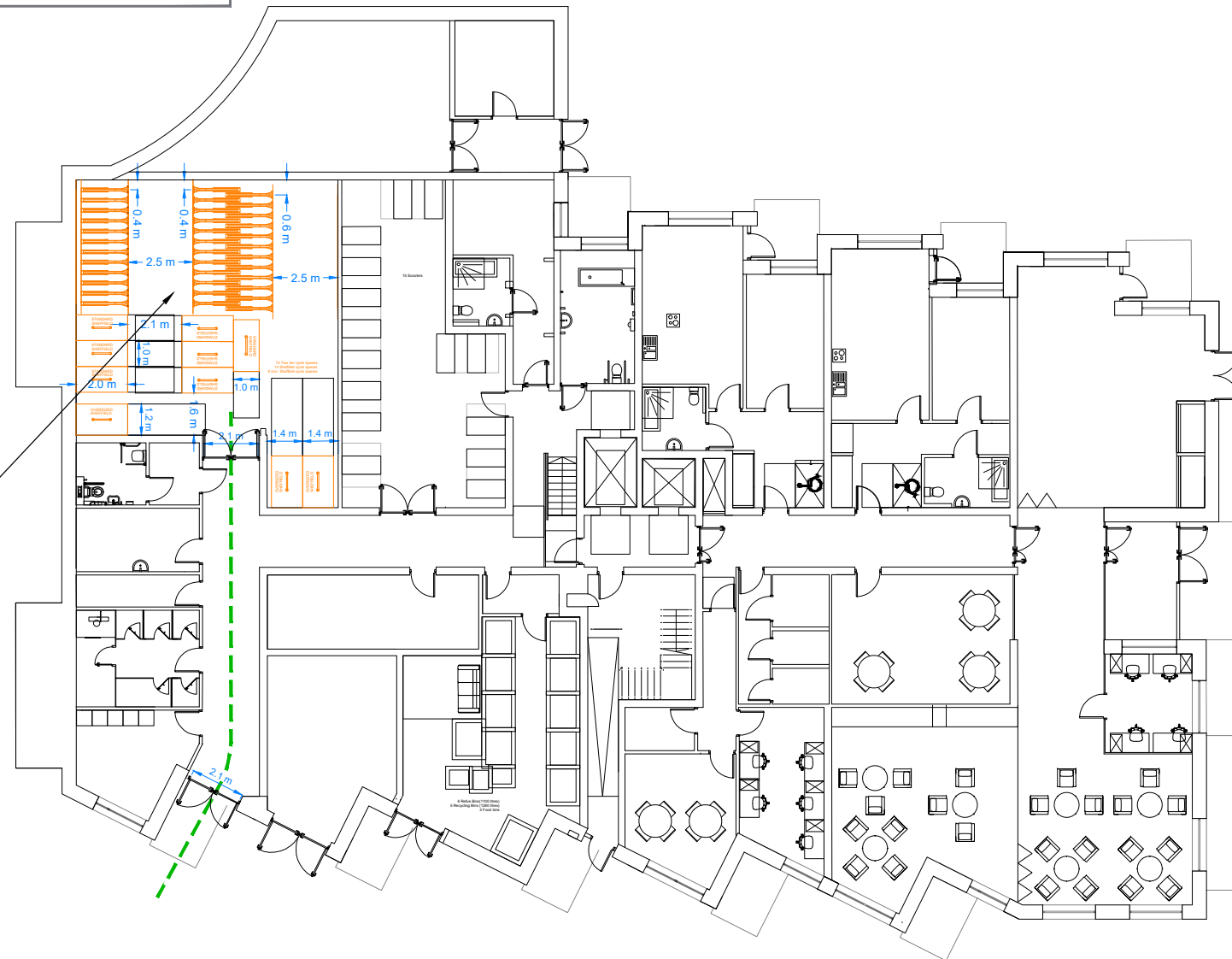
DRAWING TITLE  
**CYCLE STORAGE PROVISION  
BLOCK D - LOWER GROUND**





PLOT D - Residential Parking	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LP	119	22	7	149
Provided	118	24	12	154
	77%	16%	8%	100%

72 Two-Tier  
14 Standard Sheffield  
6 Oversized Sheffield



46 Two-Tier  
10 Standard Sheffield  
6 Oversized Sheffield

REV	DATE	COMMENT	APP
B	01.11.21	Updated Layout	ML
A	16.09.21	First Issue	ML

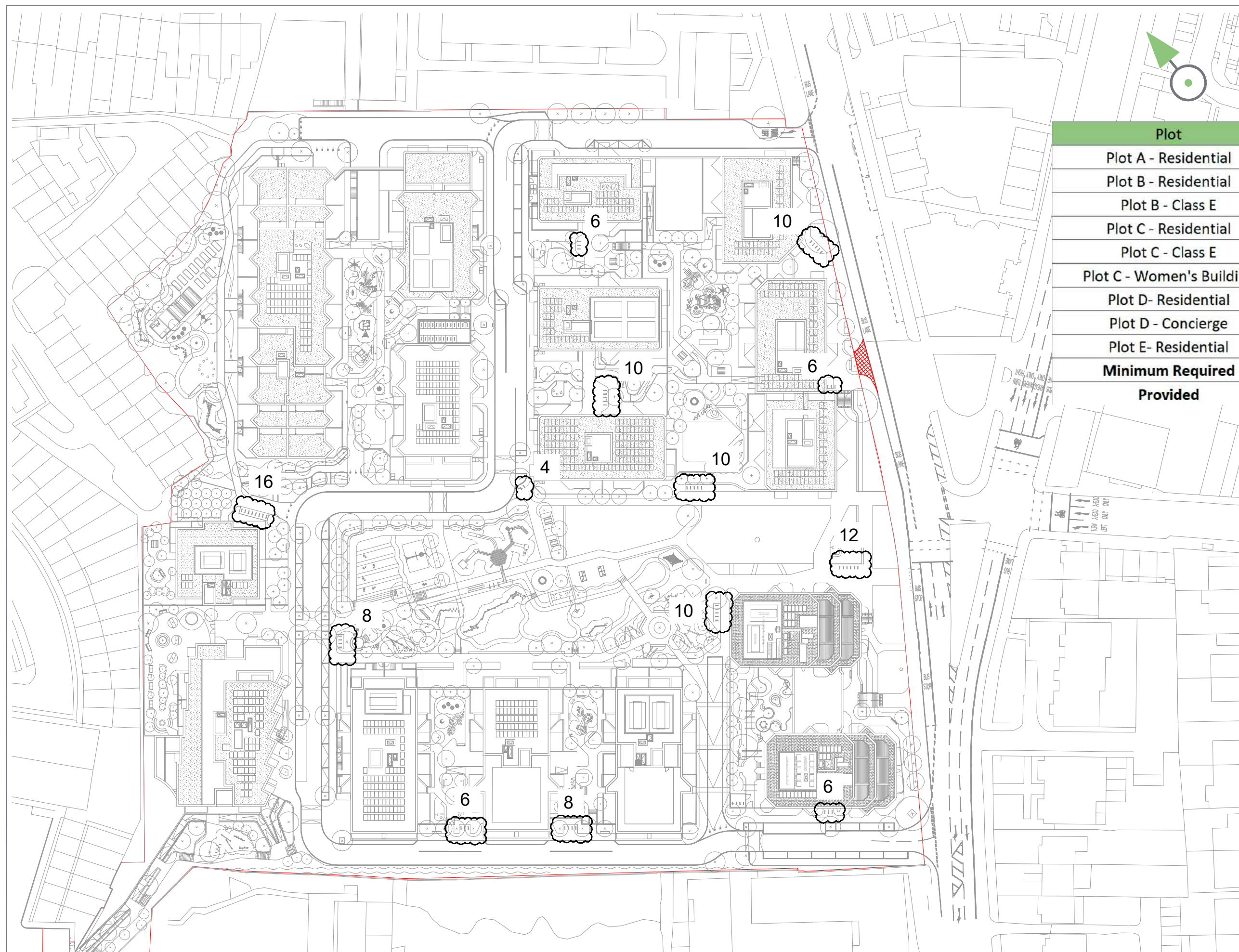
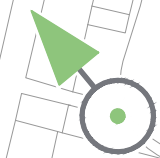
REVISION DETAILS  
DRAWING NO.

**2490-1130-T-037**

DRAWN	APPROVED	DATE
EP	ML	SEP 21

SCALE	REV
1:250 @ A3	B





Plot	Long Stay Cycle Parking
Plot A - Residential	7
Plot B - Residential	10
Plot B - Class E	16
Plot C - Residential	5
Plot C - Class E	4
Plot C - Women's Building	16
Plot D - Residential	6
Plot D - Concierge	4
Plot E - Residential	4
<b>Minimum Required</b>	<b>72</b>
<b>Provided</b>	<b>112</b>

B	26.10.21	Layout updated	TM
A	13.10.21	First Issue	TM
REV	DATE	COMMENT	APP

REVISION DETAILS		
DRAWING NO.		
2490-1130-T-042		
DRAWN	APPROVED	DATE
GSF	ML	OCT 21
SCALE		REV
1:1000 @ A3		B

CLIENT  
**PEABODY**  
PROJECT  
**HOLLOWAY PRISON**

DRAWING TITLE  
**CYCLE STORAGE PROVISION**



