

Statement on Car Parking

Background

Condition 2.1 below sets out the material to be submitted with the Phase 1BN Reserved Matters Application.

“No Reserved Matters Application or Other Matters Application shall be submitted in relation to any Phase or Sub-Phase or Plot of the Development unless it is accompanied by the documents listed below insofar as they may be relevant or are reasonably required by the LPA in considering such application and shall be approved by the LPA as part of the Reserved Matters Approval or Other Matters Approval in accordance with the Reconciliation Mechanism described in Section 6 of the DSF, unless and to the extent that the LPA considers and confirms in writing that such submission of any of such documents is not necessary”.

With regard to car parking the condition requires:

(ii) a statement to demonstrate that any car parking to be provided under the Reserved Matters Application or Other Matters Application conforms to the relevant Phase Car Parking Strategy and the Phase Parking Standards approved under Condition 11.2 and the standards set out in Condition 38.2 (as reviewed in the relevant Transport Reports, if and to the extent that it may be appropriate under Condition 37 in accordance with the relevant Transport Reports), and/or, in the case of residential buildings, will meet the overall reducing targets for car parking provision set out in Condition 38.2 (and any adjustments to those standards contained in that Condition as required in accordance with the relevant Phase Transport Report and/or Reserved Matters Transport Report under Condition 37).

Statement on Car Parking

The drawings submitted as part of the Phase 1BN RMA include car parking layouts for each of the three MSCP car parks. These are the Eastern MSCP, the Southern MSCP and the Western MSCP. The Northern Car Park is not part of the Phase 1BN RMA application and will be the subject of a future planning application.

The proposed car parking layouts are summarised below:

Residential & Leisure

Eastern Car Park

- 1450 total car parking spaces.
- 73 (5.0%) allocated for blue badge holders.
- 72 (5.0%) provision for future blue badge holders (if required).
- 150 (10.3%) allocated for active EV charging point spaces and
- 140 (9.7%) capable of future conversion to EV spaces (passive EV)
- 38 (2.6%) Family Spaces
- 22 (1.5%) Click and Collect spaces.

Provided on the lower ground floor with a separate entrance and exit (from the south side of the car park):

- 30 Valet
- 3 Taxi

Southern Car Park

- 800 total car parking spaces.
- 40 (5.0%) will be allocated for blue badge holders.
- 40 (5.0%) provision for future blue badge holders (if required).
- 80 (10.0%) will be allocated for active EV charging point spaces and

- 88 (11.0%) will be capable of future conversion to EV spaces (passive EV)
- 20 (2.5%) will be provided for Family Spaces
- 0 (0%) will be provided for Click and Collect spaces.

Western Car Park

- 1450 total car parking spaces.
- 72 (5.0%) will be allocated for blue badge holders.
- 73*(5.0%*) provision for future blue badge holders (if required) (*See note below).
- 154(10.6%) will be allocated for active EV charging point spaces and
- 138 (9.5%) will be capable of future conversion to EV spaces (passive EV)
- 36(2.5%) will be provided for Family Spaces
- 20(1.4%) will be provided for Click and Collect spaces.

Note: In order to achieve the full 5% (of total) future blue badge spaces in the Western Car Park (marked with an asterisk above) a number of the standard spaces will need to be remarked (changing groups of 3 standard spaces to provide 2 blue badge spaces). This will reduce the total car parking from 1450 to c1433. This will be achieved by changing 9 standard spaces into 6 blue badge spaces over 5 floors and 6 standard spaces to 4 blue badge spaces over 1 floor. The first 39 future blue badge spaces to be marked will not change the 1450 total spaces. Further blue badge spaces after that will incrementally reduce the total spaces until there are a total of 145 blue badge spaces and a total of c.1433 spaces. A future alternative would be to relocate the last 34 blue badge spaces to the southern carpark where there is sufficient capacity of unmarked wider spaces to accommodate these without any reduction to the total number of car park spaces.

These car parking numbers conform to the CPMS And Phase 1BN CPSS as follows:

- The total number of retail spaces (1450 Eastern MSCP spaces, 800 Southern MSCP spaces, 1450 Western MSCP spaces) when added to the forecast 3900 Northern Spaces totals 7600 spaces.
- The number and proportion of blue badge spaces to be provided in each of the Eastern MSCP, the Southern MSCP and the Western MSCP meets the 5% agreed in the CPMS and CPSS.
- Additional future disabled spaces have been allowed for to meet the requirements of the CPSS and CPMS Report so that the total proportion of blue badge spaces in the future could total 10% of all spaces if required. Whilst the Western car park may not quite be able to meet the requirement for an ultimate future 10% blue badge spaces, amendments can be made to the layout to allow for this (which would result in the loss of c18 standard car parking spaces). A future alternative would be to relocate the last 34 blue badge spaces to the southern carpark where there is sufficient capacity of unmarked wider spaces to accommodate these without any reduction to the total number of car park spaces.
- Active Electric Vehicle charging points will be provided in all the Phase 1BN car parks. The number and proportions of these active EV spaces shown on the drawings conform to the appropriate CPMS and CPSS Reports in each car park (10% Active provision at the outset).
- Passive Electric Vehicle charging points have been allowed for in each of the Phase 1BN car parks. The number and proportion of these spaces, when added to the active numbers, conform to the total number of active plus passive EV spaces (20% of the total number of spaces) stipulated in the CPMS and Phase 1BN CPSS.

Residential

The drawings for Plot 113 show a total car parking number of 40 spaces for the 52 residential units. This has been agreed with LB Barnet as a reasonable number of spaces, representing 0.77 spaces per unit which conforms to the CPSS Report. Condition 38.2 also states that the standards are 'maximums' and that they can be varied from time to time. It is therefore considered that the residential car parking standards satisfy Condition 38.2. The residential car parking layout also includes 6 blue badge spaces (representing 15%) which conforms to the CPSS report.

Hotel & Conference

Hotel car parking is proposed to be shared with the 7,600 retail and leisure spaces and guests will park in the main car parks. This aspect of the report conforms to the CPSS Report but represents a slight discrepancy from the principles of the S106 and Car Park Management Strategy and modifications will be sought for these documents to bring them in line with the CPSS Report before it is approved.

Community Use - Energy Centre

No car parking is proposed within the Energy centre (Plot 101). This conforms to the CPSS Report.