

LOCATION: Former RAF East Camp Site, Aerodrome Road, Grahame Park Way, NW9 (Beaufort Park)

REFERENCE: W/00198AA/04 **Received:**

WARD(S): Colindale **Accepted:**

Expiry:
Final
Revisions:

APPLICANT: St George North London Ltd

PROPOSAL: Submission of the Development Parking Survey

RECOMMENDATION: APPROVE SUBJECT TO DEED OF VARIATION

Submitted document:

Development Parking Survey, St George Central London, 23/11/2012

1. MATERIAL CONSIDERATIONS

Relevant Planning History:

The Outline Planning permission, ref: W00198AA/04 dated 8 April 2005, was approved subject to a S106 signed agreement.

It was understood that car ownership at different Beaufort Park phases may vary, therefore it was agreed that the situation will be monitored and future car parking provision can increase if parking surveys indicate that the previously agreed ratio was inadequate. This was reflected in Schedule H of the S106 agreement, where it states that the applicant will commission parking surveys upon occupation of the 50th, 150th and every 250th occupied residential units thereafter.

Informally it has since been agreed between the Council and St George that these survey triggers were excessive and would cause residents to suffer survey fatigue which would impact on the response rate as well as the quality of their responses. It was therefore agreed that these triggers did not need to be fully adhered to and that following the two previous surveys (at 113 and 327 occupations) the next appropriate trigger would be at circa 1,000 occupations when there would be a significant number of residents on site to provide meaningful survey findings.

The applicant agreed to undertake parking surveys and demonstrate what level of parking is required. This recommendation is made as the S106 agreement requires that any such changes are authorised by the Planning and Environment Committee.

2. PLANNING APPRAISAL

Site Description and Surroundings:

The developer requests to lower the development parking ratio from the approved outline planning application ref: W00198AA/04. The level of the parking provision was agreed to be monitored and if inadequate could be increased to 0.9 or lowered to 0.6.

The developer has agreed to contribute towards the CPZ in the sum of £135,000 in three instalments. To date, the developer has paid the first instalment in the sum of £40,000. Furthermore, in the body of the outline planning application Committee report it is stated that the residents of this development are not eligible for parking permits within the CPZ.

Proposal:

At the Planning and Environment Committee meeting on the 19th September 2012, findings of the draft Development Parking Survey, dated 14/09/2012 were reported in support of the planning application H/00146/12, on the Addendum to the main report. Highways commented on the key findings at that time.

The final report "Development Parking Survey", dated 23/11/2012, has been submitted and summarises the uptake of the on-site parking, and includes a request for a revised Development Parking Ratio in line with the report findings within the parameters of the agreed Beaufort Park outline application. The latest version of the report includes minor corrections to the draft report, including results from the additional surveys on occupancy, to ensure that the initial assessment as reported previously in the draft report is robust.

The permitted Development Parking Ratio is 0.9 spaces per unit, which for the Beaufort Park development, equates to provision of 2,691 parking spaces for the 2,990 residential units for the whole development. Nevertheless, the S106 Agreement states that the developer shall build units with parking ratio of 0.9 spaces per unit but this ratio may be decreased to as low as 0.6 if a reduced parking requirement can be demonstrated following the development parking surveys.

The submitted report is based on analysing the results from two types of surveys and ensuring consistency in findings. One type of surveys was conducted to survey the car park occupancy levels and the second part was to survey the residents by asking them to participate in completing a questionnaire, in order to establish if the perception of the residents of parking is the same as the occupancy surveys are indicating.

Survey 1 Car parking occupancy – July 2012

The report is based on the car park occupancy surveys undertaken on site five times per day, and over a three week period, from 1st to 20th July 2012, to ensure that a

robust data set is gathered so that conclusions could firmly establish the occupancy levels of the on-site parking areas.

At the time when the first set of surveys was conducted, it was reported that all but 37 of the 1,153 homes constructed on site had been purchased.

However, it was noted that the 89 affordable homes, located in Building G and its associated undercroft parking are excluded from the initial occupancy survey because of the low numbers parked in this undercroft area due to the transition period between temporary on-street parking to use of the undercroft car park. Because the occupancy levels were very low the data was excluded from the initial survey findings in order to avoid distorting of the results. Furthermore, it was reported that, at the time of conducting the surveys, the right to park permit holders from the 22 social rented homes in Building A8 were assigned on-street parking as a temporary measure until the undercroft car park was completed in Building E.

For the above reasons, the 111 units were excluded and the total overall new build units is therefore 1,042 with overall undercroft parking provision of 727 spaces. That results in an overall parking ratio of 0.70 per unit for the undercroft parking spaces.

A sensitivity test was also undertaken to account for the development not being fully occupied with, for example, owners using the unit as a second home or planning to rent it out. The purchased homes are assumed to have an occupancy level of 85%, excluding Buildings G and A8 as stated above.

The Development Parking Ratio of 0.9 is the ratio for the whole site and the parking strategy allows some flexibility which means that residents occupying one Block can park on another Block, if they are unable to find a parking space. The report also provides the split between the residential units per Blocks A, B, C and E, and its associated parking spaces, as well as showing the parking ratio for each Block. It is noted that some Blocks have more parking spaces than others but overall the undercroft parking ratio is 0.70.

The results of the occupancy vary greatly but overall, it shows that the undercroft car park in Block B is mostly occupied followed by the car parks in Block A, Block E and the least occupied is the undercroft car park in Block C.

When the results are averaged the numbers for the undercroft car park occupancy are: at 7am 59.65% and at 11pm the average is 61.2% with 282 car parking spaces remaining unoccupied. The report also shows percentages of the maximum occupancy: at 7am it is 63.7% and at 11pm 66.6% with 243 car parking spaces unoccupied.

The survey also captured the data from on-street parking spaces available in the Boulevard, including along Heritage Avenue and Aviation Drive. These parking spaces are used for the retail/commercial uses and for visitor parking. The results from the three weeks of surveys show that the overall average occupancy of the on-street parking areas was less than 30% and the maximum demand was 36%.

Combing the total car parking spaces in the residential undercroft parking spaces with those available on street, a parking ratio of 0.87 is derived, that is a total of 926 car parking spaces for the 1,064 new units, excluding Building G. In this case the average occupancy of the car parking spaces is 53.9% with a peak occupancy of 60.0%.

Survey 2 Resident surveys

The second set of surveys were of Beaufort Park residents to establish if the findings from car parking surveys shows a similar pattern and had broaden consistent findings.

Using the same assumptions for the above surveys, it was estimated that approximately 1,000 homes were occupied. A total of 538 responses were received representing a response rate of approximately 54%. The survey sample is considered sufficient to represent a clear picture of the situation on site.

The results show that 74.3% of the households own a car or a van and 1.1% own a motorcycle. Also, 17 households own two cars, 5 households own both a car and a motorcycle, 14% intend to buy another vehicle and approximately 24% of the total households that responded do not own a vehicle.

Therefore, the level of car ownership at Beaufort Park according to the sample is 74.3%, a lower level than the initially agreed Development Parking Ratio of 0.9 spaces per unit. It is acknowledged that not all vehicles require to be parked at the same time. The results of the car park occupancy survey also confirm this.

The question on the residents experiences of parking on site yielded some inconsistent results compared to other survey findings. Of those who filled the questionnaire 17.5 % responded that they found the car park to be full. Out of that percentage, 9% had this experience once or twice a month, 3% three to four times a month and 5% experienced the car park to be full more then five times per month.

It appears that the inconsistency may be due to some residents not being aware that they are permitted to park in any car park, not just the one in their block. Also the question itself may have been misinterpreted by some respondents. Some residents thought that they purchased a specific parking space and responded that the car park was full if they could not park in their preferred space or location. Some residents said that they could not find a parking space until they parked on the second undercroft level; others responded that they had only experienced the car park to be full once or twice ever, rather than on a monthly basis. Temporary works that were taking place at that time when the surveys were conducted may have also influenced some of the answers to the questionnaire.

According to the survey, approximately 95% of residents that own a vehicle use the on-site parking and 4.7% are parking on the streets surrounding Beaufort Park development with reasons given including availability or cost. In terms of numbers this equates to a total of 23 responding that they are parking on the nearby streets due to availability and 14 indicating cost. Overall however, it is confirmed that the

majority of the residents have purchased the right to park permit. Also 14% of the respondents said that their intention is to buy another car and out of these 2% said that they intend to park on street. Also 26% of the visitors of those surveyed have indicated that they park on the nearby streets outside Beaufort Park.

In order to deal with the above, and as anticipated in the S106 agreement, a contribution was secured in the main application to review and implement a Controlled Parking Zone (CPZ) on the streets surrounding the development. To date the first instalment for the CPZ contribution has been received and when implemented any changes to the CPZ will prevent the residents and visitors of the of the Beaufort Park development parking on the streets surrounding the development during hours of CPZ operation.

As a result of the above reported inconsistencies, it was agreed that the developer must work with residents to inform them early about any temporary changes to the parking areas, about the right to park limitations, as well as work continuously on the implementation of the overspill parking strategy. Also it was decided that a second set of car parking occupancy surveys, as discussed below, should take place to ensure that the first set of the results was robust.

Survey 3 Car parking occupancy – Autumn 2012

The additional car park occupancy surveys were conducted between 25th September and 22nd October 2012 and the survey frequency was at 7am and 11pm for consistency and in line with the analysis from the previous surveys.

There were some reported changes from the previous occupancy surveys, with Building G now included. For Building A8 parking on-street was again excluded from the analysis. Also minor adjustments were made to the on-street parking surrounding Building E. The new temporary layout provides 158 spaces compared to 157 in the initial occupation surveys.

When Building G is included in totals, the overall number for the 1,131 new units is slightly adjusted to make an undercroft parking provision of 0.67 spaces per dwelling compared to 0.70 ratio in the initial survey.

The average and maximum undercroft occupancy of the additional survey is 57.7% and 69.8% respectively. When compared the additional average occupancy is lower than that experienced from the initial survey, whereas the maximum occupancy is marginally higher; the initial survey results were 61.2% and 66.6% respectively.

As before, a sensitivity test has been included to account for the development not being fully occupied with an assumed occupancy of 85% (excluding Building A8), the maximum residential parking demand is calculated to be 0.57 spaces per unit.

The on-street parking occupancy was also surveyed during the additional surveys, in order to establish if the level of parking demand for the non-residential uses and visitors was the same as previous findings. The analysed results indicate that on-street parking does not reach full capacity, with an average peak occupancy of

38.7% and 47.7% at 11pm when the highest average demand is reported. The results from this set of surveys are higher than the initial survey results but again the results indicate that there is some spare capacity to accommodate any future increases in parking demand.

When the combined occupancy figures are applied to the total spaces provided within the development, an average occupancy of 53.7% and a maximum occupancy of 65.2% is calculated.

To conclude, the analysis from the second set of the surveys also supports the findings from the initial occupancy survey. When analysing the occupancy data results from all the above surveys, it can be seen that a 0.9 overall parking ratio is an overprovision in parking spaces per units and it is recommended that the mechanism, as previously agreed, should be utilised, to allow the parking ratio to be lowered.

Based on the submitted report that included data from three sets of surveys it is justified that a development parking ratio of 0.7 would be more appropriate and adjusting it to that level at this current time is justified. This allows some spare capacity to allow for future increases in parking demand.

Conclusion

This application represents changes to the Development Parking ratio for the whole Beaufort Park regeneration scheme. The details submitted in the report are considered to be in accordance with the outline approved scheme. The S106 allows for the adjustment of the parking ratio to 0.7 therefore approval to lower the ratio is recommended at the present time.

In order to allow for the parking situation to be monitored further as the future phases are constructed and occupied, the above recommendation is subject to a deed of variation to the S.106 Agreement so that the development parking ratio can be adjusted, up or down, but within the existing parameters of 0.6 to 0.9 following the subsequent surveys.

3. EQUALITIES AND DIVERSITY ISSUES

The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

4. CONCLUSION

It is recommended that the Council agrees to the lowering of the Development Parking Ratio to 0.7, providing that a Deed of Variation is submitted and agreed to allow for future changes within the existing parameters of 0.6 to 0.9 if justified by future parking surveys.

SITE LOCATION PLAN:

