



Pentavia, Mill Hill

London NW7 2ET

Car Park Management Plan

Date: 15/03/19

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1 INTRODUCTION

1.1 INTRODUCTION

1.1.1 Velocity Transport Planning was appointed by Meadow Residential in May 2016 to provide transport planning advice in relation to the redevelopment of Pentavia Retail Park, in the Mill Hill ward, to the north of London Borough of Barnet (LBB).

1.1.2 The application site is bounded by the A1 (Watford Way) to the east and the M1 to the west. The A1 Watford Way forms part of the Transport for London Road Network (TLRN) and provides access to the site for northbound traffic. The site is closely located to Bunns Lane to the north but is currently segregated from the site by an area of vegetation. The location of the site is illustrated on **Figure 1-1** below.

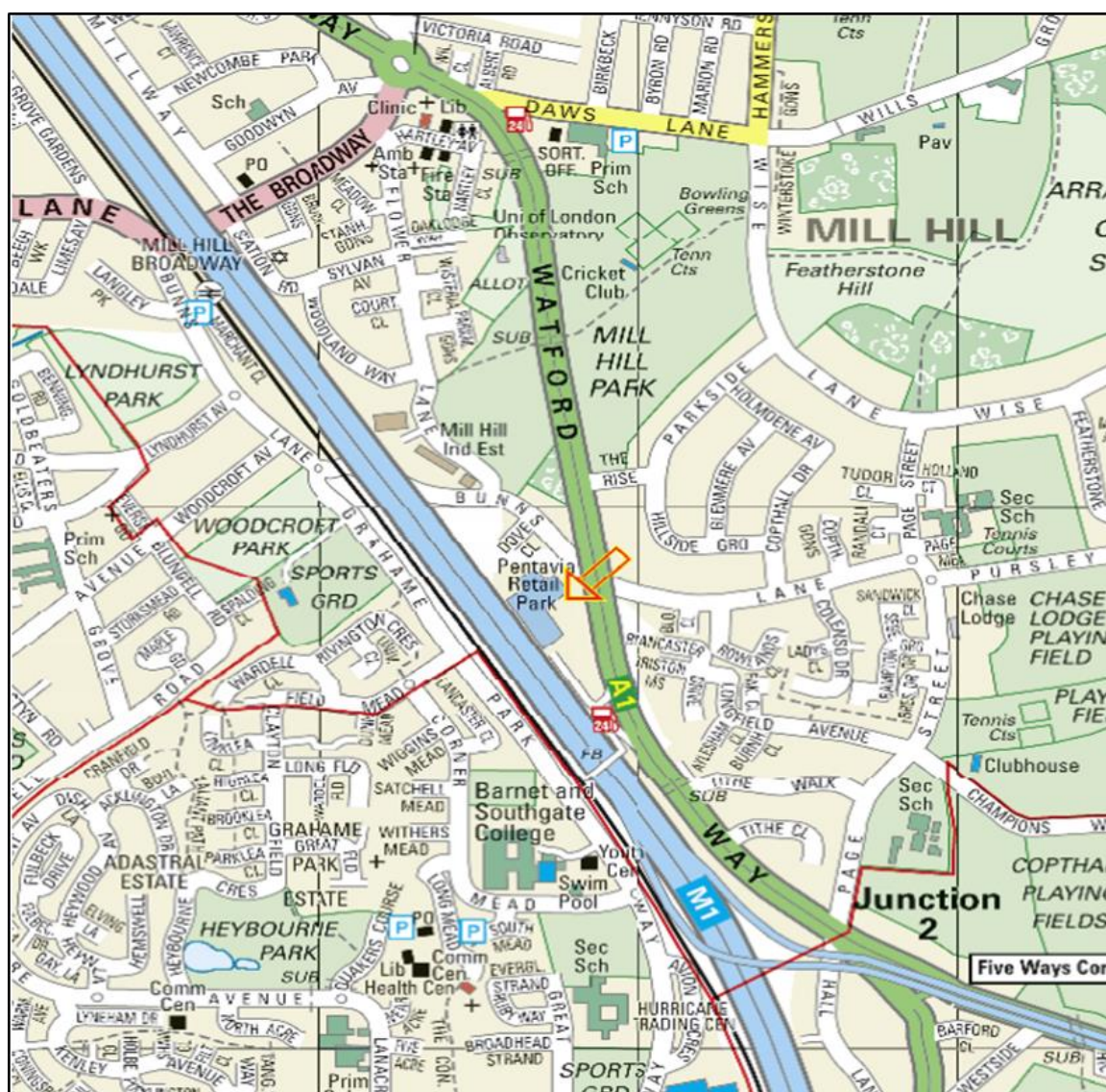


Figure 1-1: Site Location Plan

- 1.1.3 The proposed development comprises the demolition of all existing buildings and construction of 844 new Class C3 residential units and ancillary Class C3 Build to Rent facilities; 405sqm Gross Internal Area (GIA) Class A1 Retail; 326sqm (GIA) Class A3 and A4 food; and 297sqm (GIA) Class D1 Community; new pedestrian access to Bunns Lane; open space, landscaping; car parking; and highway/pedestrian improvements.

1.2 THE OBJECTIVE OF THE CPMP

- 1.2.1 The major objective of the CPMP 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, visitors, and users of the retail units, and ensure that the parking spaces provided are used efficiently. Furthermore, CPMP aims to ensure that the parking capacity is utilised efficiently to accommodate parking demand.
- 1.2.2 The CPMP also aims to ensure that the relevant controls are in place to inform appropriate parking behaviour within areas allocated for residents, visitors and users of commercial units.
- 1.2.3 The objectives of the CPMP are expected to be achieved by implementation of appropriate management and enforcement measures that will be overseen by an appointed management company.
- 1.2.4 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:

“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”

1.3 THE SCOPE OF THE CPMP

- 1.3.1 This document has been prepared with regard to relevant best practice guidance, as discussed in further detail later within this report. In addition to the CPMP, a Transport Assessment (TA), Travel Plan (TP), and Delivery and Servicing Plan (DSP) also accompany the planning application.
- 1.3.2 The remainder of the CPMP is structured as follows:
- ⦿ **Section 2** summarises the proposed parking provision, parking strategy, access arrangement and traffic circulation within the site;
 - ⦿ **Section 3** describes the proposed parking management strategy; and
 - ⦿ **Section 4** concludes this CPMP.

2 PROPOSED PARKING PROVISION

2.1 CAR PARKING PROVISION

Resident

- 2.1.1 It is proposed to provide a total of 366 car parking spaces for the use of residents within the proposed development site. All 366 residential car parking spaces are proposed to be provided within a lower ground level car park.
- 2.1.2 It is proposed that 10% of all accessible units could be provided with a disabled parking space if required. Therefore, it is proposed that 85 parking spaces will be sized and marked for the use of disabled motorists. All disabled spaces will have full electric charging capability. Of the remaining 281 residential car parking spaces 20% will have active electric charging facilities, with the remaining all having passive provision.
- 2.1.3 In addition to the parking spaces proposed from the outset, further provision has been made to allow for a further 31 residential car parking spaces within landscaped areas adjacent the peripheral road to the west of the site. These could be converted should demand require, and be secured via a planning condition. This would result in a total of 397 car parking spaces for residents.

Visitor

- 2.1.4 It is proposed to provide visitors of the residential development with access to 10 car parking spaces. The car parking spaces are located at the ground floor level adjacent the access road.

Car Club

- 2.1.5 For those unable to afford a private vehicle or requiring occasional access to a vehicle rather than ownership, the development proposes to provide car club access on-site. It has not been determined whether this would be operated by the developer, or whether an external car club provider might be utilised, however, ZipCar have been approached and provided a viability assessment which indicates they would be able to place up to five cars on the site.
- 2.1.6 Space for five car club vehicles has been allocated on the ground floor.
- 2.1.7 Convenient access to a car club facility will encourage lower levels of car ownership. Evidence which summarised below:

- ⊙ Carplus (2014) Annual Survey: London (p. 25):

the percentage of new joiners reporting owning no car before joining a car club was 58 per cent and after joining the car club was 73 per cent. Indicating the potential for a 15% reduction in car ownership relative to conditions that might otherwise prevail;

- ⊙ TfL (2014) Parking and Car Club Potential Users and Use, Systra (p. 2):

Research of London license holders identified that household car ownership is not reviewed regularly. When it is, reasons include life events, such as moving house or having a baby and external impacts such as changing parking policy or age / functionality of the car owned. This highlights that the proposed development is well best placed to maximise the benefits of a car club as all occupiers will initially be moving home;

- Zip Car, A Transport Solution (2017 Viability Assessment):

Zipcar provided car club car takes an average of 10-15 privately owned vehicles off the roads of the UK, because members often sell (or don't replace) a car when they join.

- 2.1.8 Each car club vehicle can offset approximately 10-15 privately owned vehicles. The proposed provision of five resident car club vehicles would offset the equivalent demand for between 50-75 vehicles / parking spaces, and if demand is sufficient the proposed development has scope to deliver more vehicles. Therefore, the proposed residential car parking caters for the equivalent demand of 595 residential parking spaces as a minimum (i.e. 0.82 spaces per unit), with the potential to cater for the equivalent demand of 620 residential parking spaces as a minimum (i.e. 0.85 spaces per unit).

Retail / commercial / community use parking

- 2.1.9 It is proposed to provide 9 car parking spaces for activity associated with the retail and commercial uses. The parking will be located at the southern end of the site, immediately accessible from the A1. This locates the parking immediately adjacent the proposed A1 food convenience store and allows for the formation of an 'entry square' at the southern end of the site.
- 2.1.10 LBB adopt the parking standards of the London Plan in consideration of both retail and leisure uses. It is recognised that the London Plan provides maximum parking standards for these uses.
- 2.1.11 Given the number of residential units proposed as part of the development, it is recognised that a high proportion of trips that will support these uses will be made on foot, by residents who already have access to a car parking space within the residential parking area.
- 2.1.12 The restriction on access and egress to the site via the A1 northbound carriageway only, further deters significant new or diverted trips being drawn to these uses by private car, as they will not be convenient for non-residential users by comparison to other retail offerings in the wider area.
- 2.1.13 The 9 parking spaces provided at the south end of the site will be Pay & Display to ensure that long stay parking is discouraged and that there is a turn-over of parking spaces.

Proposed Development

- 2.1.14 Ground floor and lower ground floor plans in **Appendix A** show the location of parking as described above.
- 2.1.15 A summary of the car parking provision for the whole development is summarised within **Table 2-1**.

	Residential	Resident Visitor	Car Club	Retail / Commercial / Community	Total
Standard Parking Bays					
with electrical charging point	74	10	5	7	96
with passive electrical provision	207	0	0	0	207
Sub-Total	281	10	5	7	303
Disabled Parking Bays					
with electrical charging point	85	0	0	2	87
Total	85	0	0	2	87
All Car Parking					
Total	366	10	5	9	390

Table 2-1: Car Parking Summary

2.2 CYCLE PARKING PROVISION

2.2.1 The proposed development will have a total of 1,603 cycle parking spaces to serve the residential dwellings and retail facilities. Residential cycle parking will be located at the lower ground floor level and will be covered and secured. A summary of the cycle parking provision is shown at **Table 2-2** below.

	Residential	Retail / Commercial	Total Development
Cycle Parking			
Long Stay	1,544	8	1,552
Short Stay	30	21	51
Total	1,574	29	1,603

Table 2-2: Cycle Parking Summary

2.3 SITE ACCESS

- 2.3.1 The residential car park located at the lower ground level will be accessible for vehicles from three locations along the perimeter road that runs along the western boundary of the site a ground level. Access to the perimeter road can be achieved from the existing A1 slip road.
- 2.3.2 The retail / community use car parking spaces will operate as 'Pay & Display' spaces to prevent long stay parking or misuse.
- 2.3.3 Access to the internal area of the development is intended to be kept as traffic free as possible. Vehicular access to the internal area will be regulated through the provision of a controlled access point that will allow the access to deliver, servicing, emergency and taxi traffic only.

3 PARKING MANAGEMENT

3.1 BACKGROUND

3.1.1 The CPMP will be operated by a management company. The role of the management 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 users of commercial facilities.

3.2 CONTROLLED ACCESS MANAGEMENT MEASURES

3.2.1 Vehicle access and egress via on and off-slip roads linked to the A1 is proposed to be maintained in their current form. The access will be available to be used by residents, their visitors and by the retail users.

3.2.2 To restrict access to the residential and central areas of the site, access control points will be introduced at two primary locations. The locations of each control points are presented in **Figure 3-1** and are listed below:

- ⦿ Locations 1 – An entry control point will be located on the peripheral access road to the western boundary of the site; and
- ⦿ Location 2 – An entry control system point is to be installed at the southern end of Mill Hill Walk to prevent vehicle entry to the site. Vehicle egress will be permitted through the control point from inside the site; and

3.2.3 Four further secondary access control points will be present within the site. The locations of each are presented in **Figure 3-1** and are listed below:

- ⦿ Location 3, 4 & 5 – Three access control points will be located at the accesses to the lower ground floor level residential car park. This will restrict visitors or other vehicles who pass the primary control point from obtaining access. Access will be for residents only.
- ⦿ Location 6 – A secondary control point will be located at the northern extent of the peripheral road adjacent the western boundary of the site. This will restrict unauthorised entry into the central area of the site.

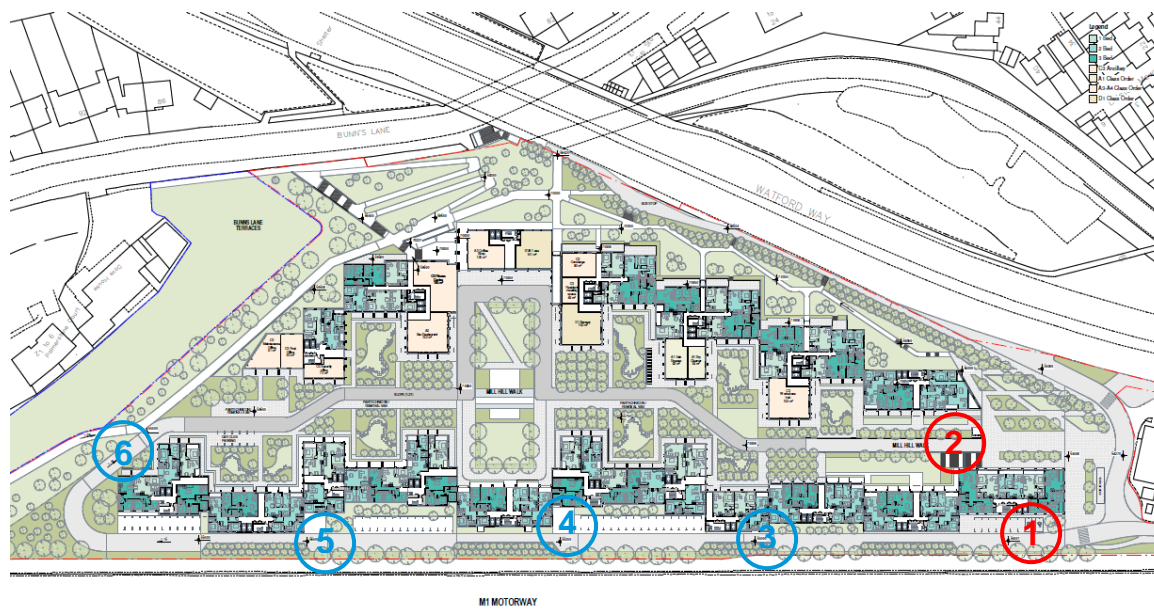


Figure 3-1: The location of the access control points within the development

- 3.2.4 The accesses will be regulated by the provision of either gates or bollards. The control points will be operated by electronic fob or by connection to the concierge who can provide access.
- 3.2.5 By introducing control points, vehicular access and circulation within the site will be controlled. These measures will restrict access to the residential car park to residents only. The control point at Location 6 is particularly important in relation to restricting vehicular movements within the internal area of the development by limiting the access to deliveries, servicing, emergency and taxi drop-offs traffic only.

3.3 RESIDENTIAL PARKING MANAGEMENT

- 3.3.1 As summarised in **Section 2** residential parking spaces will be rented to residents who will be allocated a space to ensure that the residential car park is being efficiently used, and utilisation of spaces is maximised.
- 3.3.2 Prior to signing the tenancy agreement, future potential residents will be informed on parking availability and rental procedures.
- 3.3.3 Parking spaces will be numbered and allocated to residents in accordance with the tenancy agreement, rather than to a specific unit. In first instance, parking spaces for a specific unit will be allocated in a convenient location in the car park to ensure easier accessibility.
- 3.3.4 Each unit will initially be able to obtain a single parking space if requested. Requests for further parking can be made and will be held on a waiting list such that residual parking spaces can be offered for rent once the development is occupied.
- 3.3.5 Residents will be issued with the key fobs that will allow them to access via the controlled entry points, however the keys will not control access point no 6. This measure will prevent vehicular access to the internal area of the development to mitigate against long stay / inappropriate parking.

3.4 COMMERCIAL PARKING MANAGEMENT

- 3.4.1 9 car parking spaces will be provided that will be for use by customers for the commercial units. Members of staff will be encouraged to travel to the site by sustainable means of transport by following the procedures highlighted in the TP.
- 3.4.2 The car park will operate as 'Pay and Display' spaces with the limitation on the duration of stay, and payment schedule in place that will be based on the duration of stay.
- 3.4.3 This will ensure that the car park is available to the users of the commercial facilities and visitors to residents and is not used by residents that typically generate long-stay parking. The commercial parking restrictions should apply during the operational hours of the commercial units.

3.5 VISITOR PARKING

- 3.5.1 Visitors will be able to park within a dedicated area of 10 car parking spaces. Access will be controlled via control Location 1 which will be linked both residential units and concierge who can remotely control access.

3.6 PARKING ENFORCEMENT MEASURES

- 3.6.1 The management company will be responsible for implementing and over-seeing the CPMP, 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.
- 3.6.2 Enforcement will be undertaken based on the review of the permits that should be displayed in vehicles, in accordance with the relevant British Parking Association guidelines. Inappropriate parking will result in a fine that will be issued to vehicles:
- ⦿ Parked across or obstructing more than one marked parking space;
 - ⦿ Parked outside of a marked parking space;
 - ⦿ Parked in an inappropriate parking area;
 - ⦿ Parked inappropriately / dangerously;
 - ⦿ Parked such that it causes an obstruction; or,
 - ⦿ It has been parked such that it is blocking an emergency access / egress.
- 3.6.3 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.

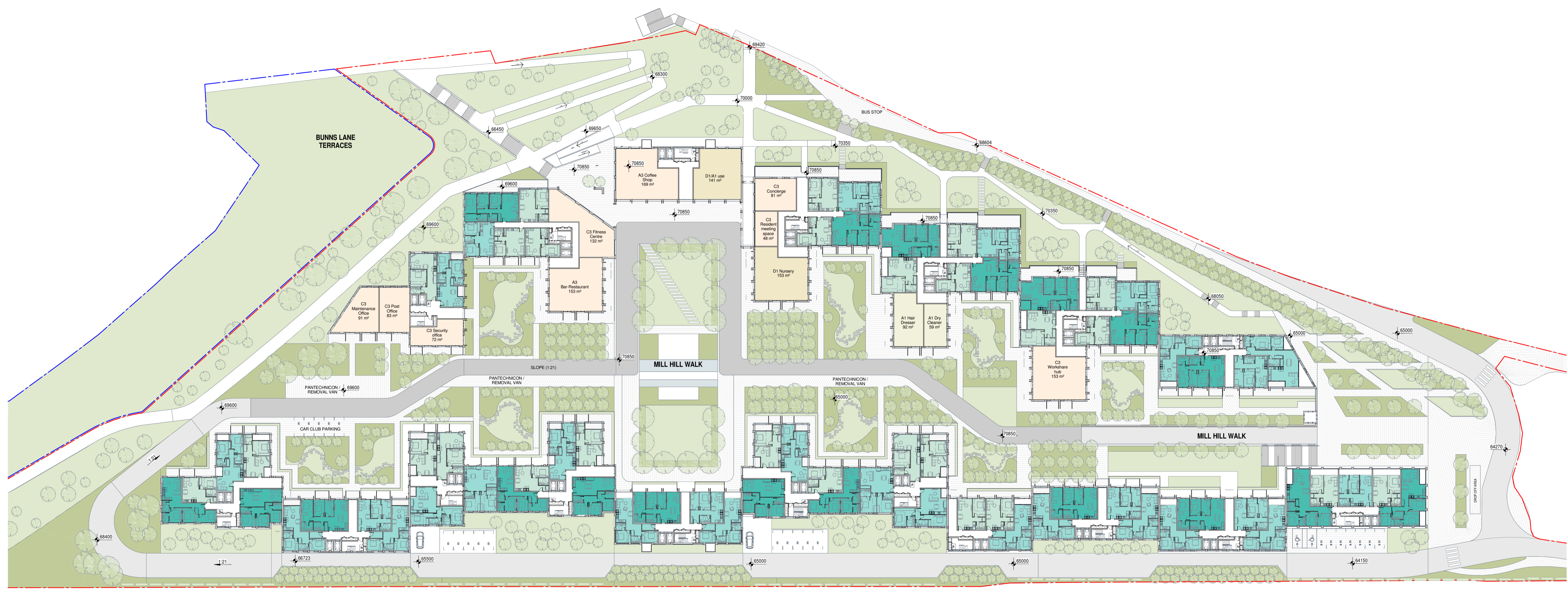
4 SUMMARY

- 4.1.1 This Car Park Management Plan (CPMP) has been prepared to accompany the planning application, in support of proposals to redevelop the existing Pentavia Park site in Barnet as a mixed-use development.
- 4.1.2 The CPMP provides a summary of the car parking provision that is proposed as part of the development, and the strategy for its operation. The CPMP should be read in conjunction with the TA and TP submitted as part of the application.
- 4.1.3 The CPMP will be implemented and overseen by a management company.
- 4.1.4 The residential car park will be accessible to residents only entry will be restricted at a number of locations though an electronic entry system.
- 4.1.5 The retail / commercial parking will be regulated as 'Pay and Display' bays and will be accessible to commercial customers and residential visitors.
- 4.1.6 The management company will be responsible enforcement measures which will operate in accordance with the Code of Conduct, as set out by the British Parking Association.

Appendix A

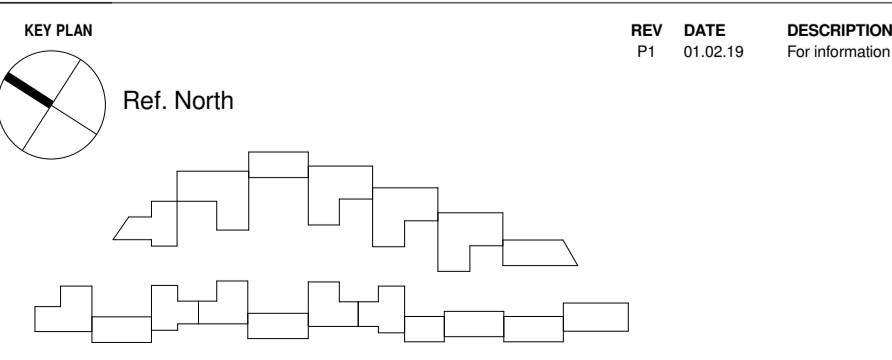
PARKING PLANS

- Legend**
- 1 Bed
 - 2 Bed
 - 3 Bed
 - C3 Ancillary
 - A1 Class Order
 - A3-A4 Class Order
 - D1 Class Order

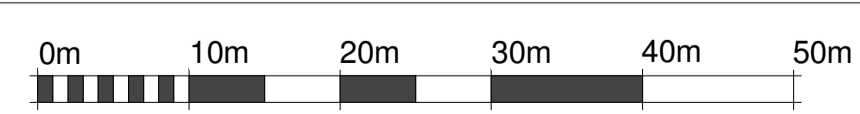


M1 MOTORWAY

LEVELS ARE SUBJECT TO CHANGE



REV	DATE	DESCRIPTION
P1	01.02.19	For information



SITE BOUNDARY ———
APPLICATION BOUNDARY ———

NOTES
Check and verify all dimensions prior to commencement of work.
This drawing shall be read in conjunction with all other contract documents including those by other consultants, and including specifications.
Seek clarification of inconsistencies/ conflicts.
Figured dimensions shall take precedence to scaled dimensions.

DRAWN	CHECKED	JOB NO.
MMR	JC	44032

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CLIENT
Meadow Residential

PROJECT
Mill Hill - London

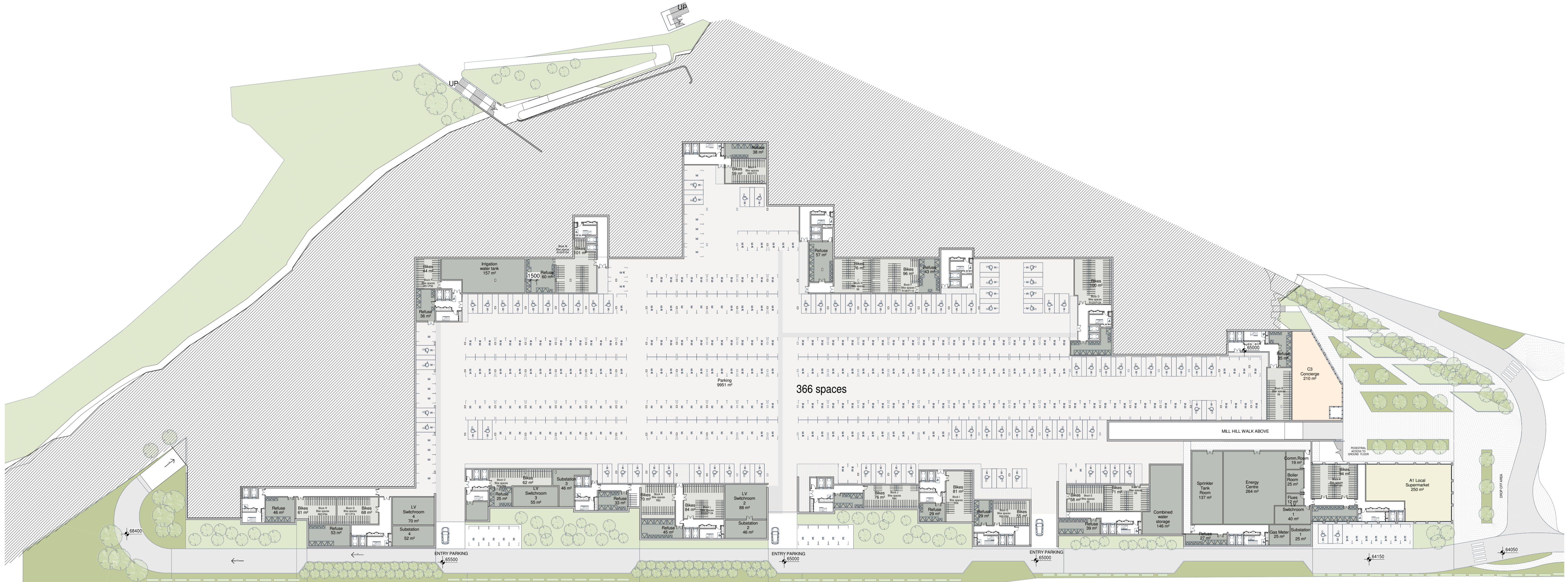
ARCHITECTS:
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LONDON, EC2A 4HS, UNITED KINGDOM.
CLIENT:
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FIRST FLOOR, 50 GREAT MARLBOROUGH STREET, LONDON, W1F 7JZ.
STRUCTURAL ENGINEER:
RIS
4 PEAR TREE COURT, LONDON, EC1R 9DS.
MECHANICAL / ELECTRICAL ENGINEER:
CHEPMAN EDGE
SAYFON HOUSE, 6-10 KIRBY STREET, LONDON, EC1N 8TS.
LANDSCAPE ARCHITECT:
OUTERBOURNE
THE BOATHOUSE, 27 FERRY ROAD, TEDDINGTON, TW11 9NN.

DRAWING TITLE
GA_LEVEL 00_OVERALL PLAN

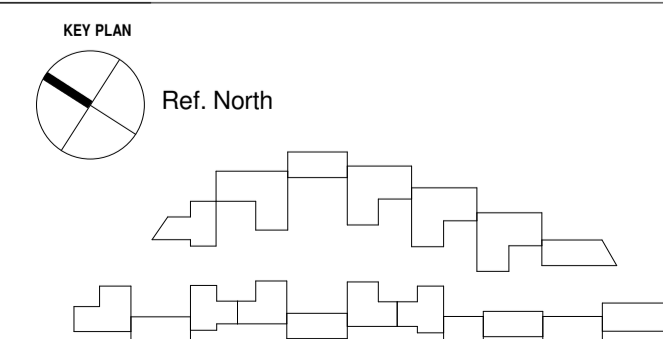
Arney Fender Katsalidis

SCALE
1 : 500@ A1

REVISION / DRAWING No.
P1 | PLANNING | A10-00-01



STRUCTURE TO BE COORDINATED



REV	DATE	DESCRIPTION
P1	01.02.19	For information



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ARCHITECTS:
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 LONDON, EC2A 4HS, UNITED KINGDOM.

STRUCTURAL ENGINEER:
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 4 PEAR TREE COURT, LONDON,
 EC1P 3DS.

MECHANICAL / ELECTRICAL ENGINEER:
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 SAFYRON HOUSE, 6-10 KIRBY STREET,
 LONDON, EC1N 8TS.

LANDSCAPE ARCHITECT:
 OUBERSHAW
 THE BOATHOUSE, 27 FERRY
 ROAD, TEDDINGTON, TW11 9NN.

Arney Fender Katsalidis

SCALE
 1 : 500@ A1

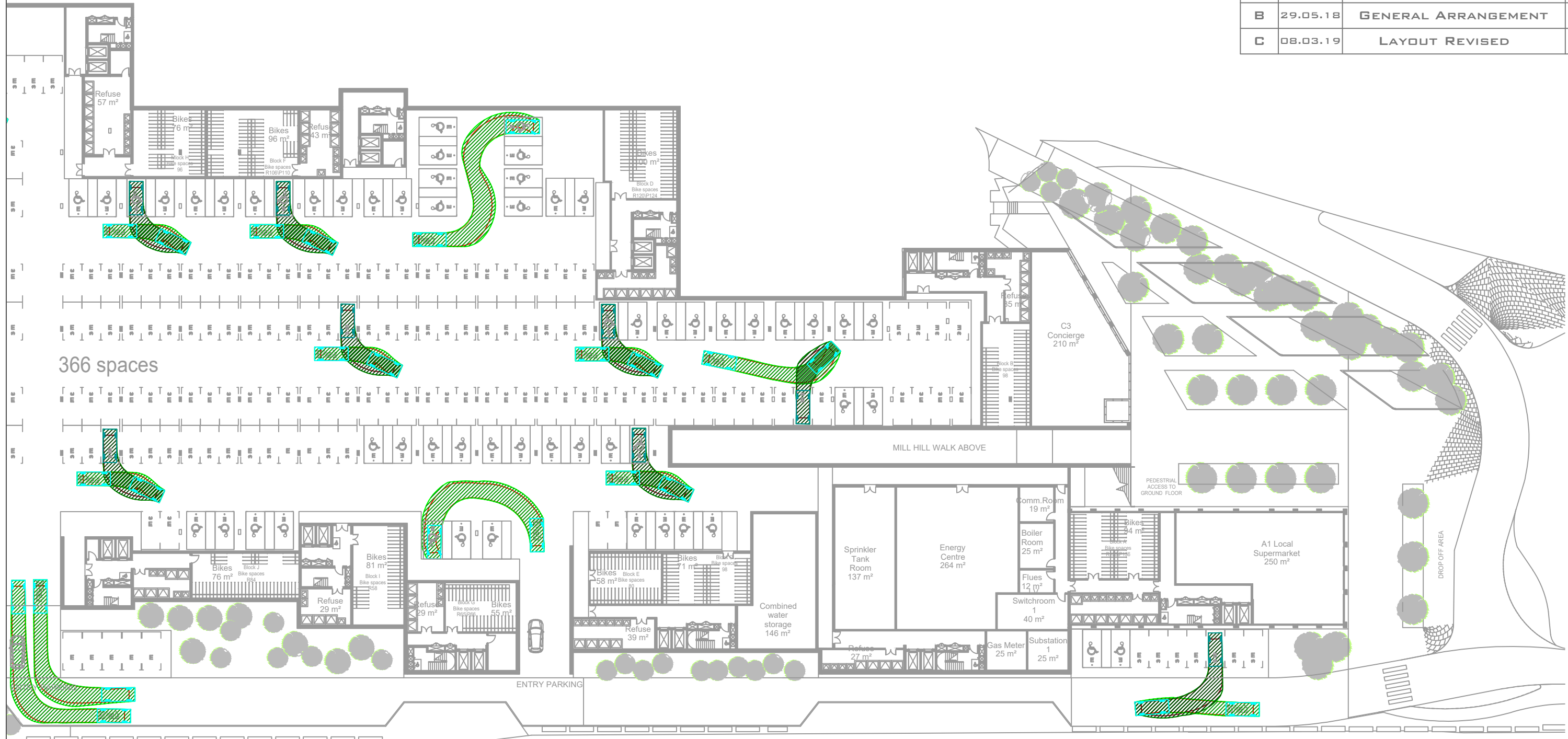
REVISION / DRAWING No.
 P1 | PLANNING

A10-LG-01

DB32 Private Car
 Overall Length 4.223m
 Overall Width 1.715m
 Overall Body Height 1.392m
 Min Body Ground Clearance 0.233m
 Max Track Width 1.629m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.780m

REVISION DETAILS

REV	DATE	COMMENT	APP
A	29.11.17	FIRST ISSUE	JH
B	29.05.18	GENERAL ARRANGEMENT	JH
C	08.03.19	LAYOUT REVISED	JH

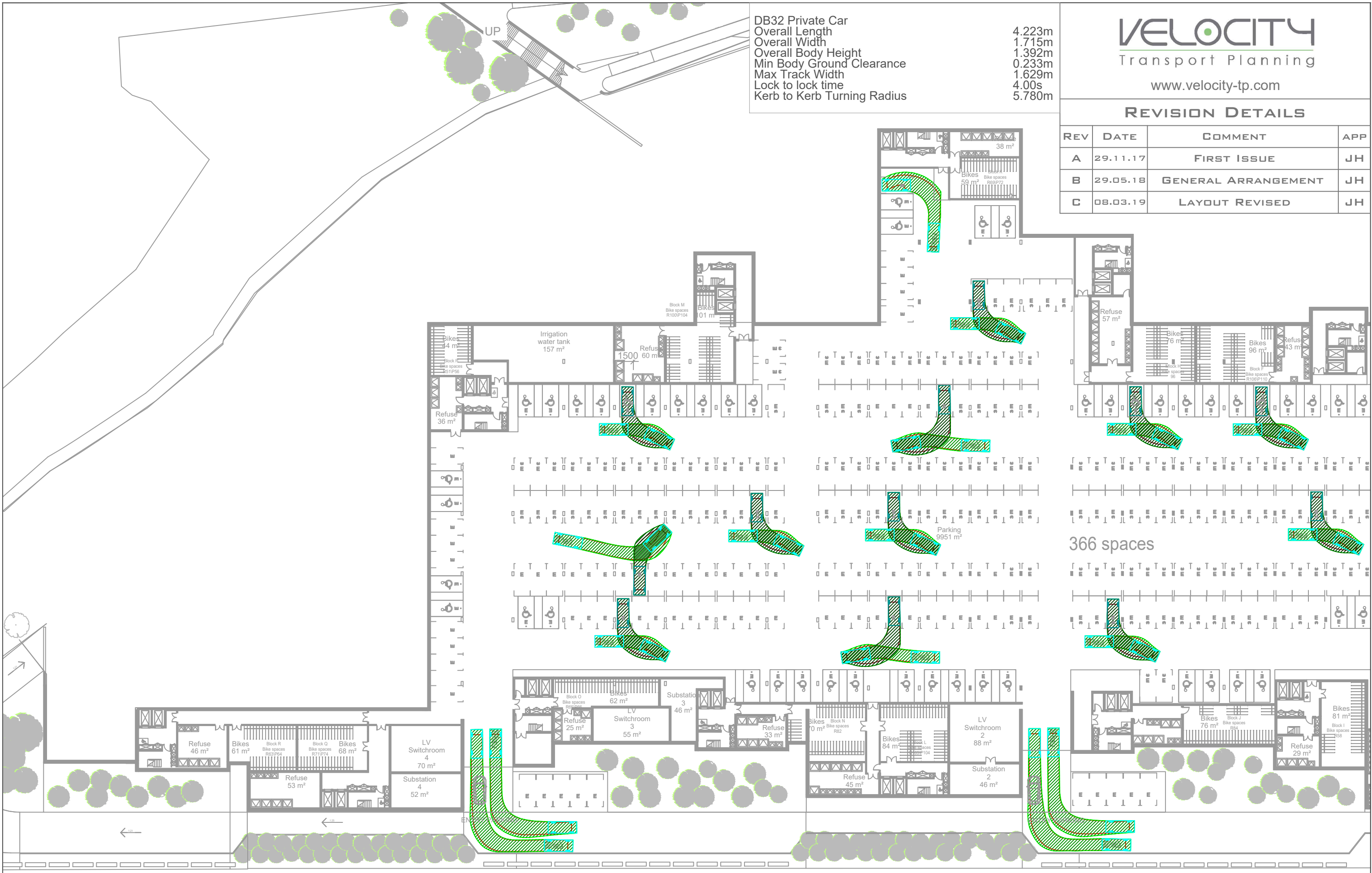


CLIENT
 MEADOW RESIDENTIAL
 PROJECT
 PENTAVIA MILL HILL

DRAWING TITLE
 CAR PARK SWEEP PATHS
 SOUTH END OF SITE

DRAWN LJB | APPROVED JH | SCALE 1:500 @ A3
 DRAWING NO. 2110 | 1130 | T | 110 | REV C





DB32 Private Car
 Overall Length 4.223m
 Overall Width 1.715m
 Overall Body Height 1.392m
 Min Body Ground Clearance 0.233m
 Max Track Width 1.629m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.780m

REVISION DETAILS			
REV	DATE	COMMENT	APP
A	29.11.17	FIRST ISSUE	JH
B	29.05.18	GENERAL ARRANGEMENT	JH
C	08.03.19	LAYOUT REVISED	JH

CLIENT
 MEADOW RESIDENTIAL
 PROJECT
 PENTAVIA MILL HILL

DRAWING TITLE
 CAR PARK SWEEP PATHS
 NORTH END OF SITE

DRAWN LJB | APPROVED JH | SCALE 1:500 @ A3
 DRAWING NO. 2110 | 1130 | T | 111 | REV C

