

Clarendon Gasworks, Phase 4 Blue Badge Parking Review

130935G

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Introduction

1. Vectos is retained by St William Homes LLP to provide traffic and transport advice regarding the redevelopment of the site known as Clarendon Gas Works, London Borough of Haringey
2. It is proposed to submit a Reserved Matters Application for Buildings H1-H3 (Phase 4) which comprises of 377 residential flats alongside commercial and retail floorspace. The application also includes a basement which will accommodate Blue Badge holder parking, cycle parking, plant space and residential refuse stores.
3. The outline application was approved in 2018 on the basis of providing Blue Badge holder parking at a ratio of 10% of the number of units and total site-wide parking at a ratio of 0.25 spaces per unit (inclusive of the 10% Blue Badge). This requirement was also captured within the signed S106 agreement which was subsequently amended by Deed of Variation in relation to the provision of 10% blue badge which now requires 3% to be allocated to Blue Badge Holders and 7% to be available should they be requested by Blue Badge Holders.
4. Since the Deed of Variation agreement was signed, trends in car ownership and Blue Badge ownership have changed and as the early phases of development have been occupied, significant insight has been gained into the take up of parking within the development. Alongside this, the demand for space within the basement in relation to waste storage, cycle storage and plant space have increased.
5. The proposal at this stage is for Clarendon Gasworks Phase 4 is for disabled parking to be provided at a ratio of 5% of residential dwellings. It is also proposed that for the entire Clarendon Gasworks site, including Phase 1, Phase 2 and Phase 3 which are either built or approved, and Phase 4 and future Phase 5, that the overall site-wide provision of disabled parking will be just over 7%. This comprises provision in Phase 1 and 2 of over 10% (as built), Phase 3 at 5% (under construction) and Phase 4 and 5 at 5% (as currently proposed).
6. As such, St William are seeking to engage with LB Haringey, reducing the need to provide 10% Blue Badge holder parking for homes in Phases 4 and 5.

Spatial Constraints

7. The basement associated with Phases 3, 4 and 5 has a finite amount of space due to the boundary of St William's land ownership and needs to accommodate an increasing quantum of bins, cycle parking and plant space in order to ensure the ground floor provides the required commercial offer and the maximum provision of active frontage
8. There is therefore a balance to be met between car parking and non-negotiable ancillary uses within the basement. The proposal by St William is that a lower percentage of Blue Badge spaces are provided across the Phase 3, 4 and 5 basement. This reduction will be justified in the following sections.

Trends in Blue Badge & Car Ownership

9. Across the UK and England, the number of Blue Badges being issued is decreasing as a result of improvements to the accessibility of sustainable transport modes (such as step free access and modern bus fleets to enable disabled access), which has in turn altered people's travel habits.
10. In the year ending March 2021:
 - 2.35 million Blue Badges were held as of 31 March 2021, a decrease of 3.8% from March 2020; and
 - 824,000 Blue Badges were issued, representing a reduction of 14.7% from March 2020.
11. The Department for Transport (DfT) Blue Badge Statistics (Table DIS0105) provides the number of existing Blue Badge holders as a percentage of the population for authorities across England. The statistics show that just 3% of the population in the London Borough of Haringey hold a Blue Badge. This is significantly less than the 10% provision for Blue Badge parking identified in the London Plan and provided on previous phases of the Clarendon Gasworks scheme. The information in Table DIS0105 is summarised below in **Table 1**.

Table 1: DfT Table DIS0105 Valid Blue Badge Holders

Local Authority	Number of valid Blue Badges held at 31 March (thousands)	Badge Holders as a percentage of the population	Total population (thousands)
Haringey	8	3.0	266

12. Furthermore, 2011 Census data shows that just 42% of registered, disabled residents in the Wood Green area owned a car, as summarised below in **Table 2**. It should be noted that this data is from

over 10 years ago and as such is likely to have changed, especially given the reduction in new Blue Badge holders as per the DfT data presented above.

Table 2: 2011 Census Data Car Ownership for Residents with a Disability

Car Ownership	Number of Households	Percentage
Total Households	6,760	100%
No Cars	3,918	58%
1 Car	2,279	34%
2 or more Cars	563	8%

13. There is therefore evidence that the provision of spaces that can serve 10% of new homes with blue badge parking is a sizeable overprovision and is unlikely to be used and this is set out in the sections below.

Blue Badge Parking Provision / Demand

Clarendon Gasworks

14. Phase 1 and over 60% of Phase 2 of the Clarendon Gasworks scheme have been completed, comprising Blocks A1-A4, Blocks B1-B4 and Block C1.
15. As per information received from the sales team, to date, there have been no requests for Blue Badge holder parking spaces and the Blue Badge spaces which have been provided remain empty.
16. It stands to reason that future phases are likely to be similar in terms of demand and as such, providing Blue Badge spaces equating to 10% of the number of homes across Phases 3 – 5 would represent a significant over-provision.
17. Furthermore, Phases 3 – 5 of the development are located in the most accessible area of the site within a very short distance of the high street and immediately adjacent to the new bus services which are being brought forward on Silsoe Road.
18. A summary of the total provision across the completed phases (Blocks A, B and C) and the proposed provision within the Northern Quarter (based on approved provision for Phase 3 and proposed provision for the remainder of the Northern Quarter basement) is presented below in **Table 3**.

Table 3: Site Wide As-Built / Approved / Proposed Parking Provision

Location	Residential Units	Total Parking	Blue Badge Holder Parking
Block A1 – A4 Basement*	294 flats	43 spaces	39 spaces (13%)
Block B1-B4 Basement*	157 flats	72 spaces	30 spaces (19%)
Block C1 Ground Floor*	169 flats	18 spaces	4 spaces (2%)
Northern Quarter Basement Phase 3 (Blocks D1–D4 and E1–E3)**	481 flats	35 spaces	22 spaces (5%)
Northern Quarter Basement Phase 4***	377 flats	19 spaces	19 spaces (5%)
Total Resident Parking	1,478 flats	187 spaces	114 spaces (8%)
Northern Quarter Basement Future Phase 5***	399 flats (TBC)	22 spaces	22 spaces (min. 5% provision)
SITE WIDE TOTAL RESIDENT PARKING	1,877 flats	211 spaces	136 spaces (7%)

***As Built; **Under Construction; ***Proposed, subject to Reserved Matters consent**

19. It can be observed that the earlier phases which have been built out provide an average of over 10% Blue Badge parking, based on the number of units. As described previously, none of these Blue Badge spaces have been taken up by residents.
20. Due to the increasing demands for plant space, refuse stores and cycle stores at the basement level, the volume of space remaining for car parking is reduced, as shown in the Northern Quarter Basement layout plan included at **Appendix A**. The volume of space required for cycle parking has increased since the outline application due to an increase in minimum cycle parking standards.
21. The current proposal to provide Blue Badge parking at a rate of 5% of units for Phase 4 and future Phase 5 represents a reasonable balance struck between the varying demands for basement space. The only way to increase Blue Badge parking provision for these phases would be to move refuse

stores/ plant space etc. to the ground floor, therefore removing active frontage. This is not considered to be a reasonable use of space given LBH's and the client's desire for active frontage at ground level and given the lack of uptake of any Blue Badge parking spaces in the development so far.

22. Finally, it is important to recognise that on a site-wide basis, Blue Badge parking equates to provision of 7% of total residential units. St William, through their Parking Management Plan, can allocate Blue Badge spaces to residents in other phases of the site, if needed, although it is not expected that this will be required, given the number of Blue Badge holders in Haringey and the Census data showing car ownership amongst registered disabled residents.

Other Berkeley Schemes

23. In addition, a review of other Berkeley schemes across London has been undertaken, reviewing the number of spaces provided and the uptake of these spaces. This information is summarised below in **Table 4**.

Table 4: Berkeley Scheme Blue Badge Parking Provision / Uptake

Development	PTAL	Blue Badge Parking Provision	Uptake of Blue Badge Parking Spaces
Clarendon Gasworks	4	Minimum 10% (currently)	0
Prince of Wales Drive, Battersea	5	11% (34 spaces)	0
Corniche, Albert Embankment	6a	10% (5 spaces)	0
Dumont, Albert Embankment	6a	10% (6 spaces)	0
Merano, Albert Embankment	6b	10% (2 spaces)	0
Riverlight, Vauxhall	2	10% (38 spaces)	0

24. Whilst not an exhaustive list of all Berkeley Group developments, this short snapshot provides evidence that the provision of space to be able to provide 10% Blue Badge parking is unnecessary.

Review of similar Developments within LB Haringey

25. A review of similar schemes within the London Borough of Haringey has been undertaken to understand what other residential developments have provided. These developments are discussed below.

St Ann's New Neighbourhood (HGY/2022/1833)

26. The St Ann's scheme is located in an area of PTAL 1A / 2 and will provide 995 new residential dwellings. The scheme will be car-free with the exception of 30 Blue Badge parking spaces, equating to 3% provision. An extract from the Transport Statement submitted with the scheme is provided below:

"The DfT Blue Badge Statistics (Table DIS0109) provides the level of existing accessible blue badge as a percentage of the population for authorities across England. This table shows that 2.9% of the population of Haringey hold a Blue Badge. This is significantly below the 10% provision identified in the London Plan and indicates that the full 10% is unlikely to ever be utilised.

The intention is to still provide the full 3% accessible parking provision for each phase of the masterplan. However, it is proposed to allow for an additional 2% accessible parking spaces rather than the full 7%. This has been agreed with both LBH and TfL."

Former BHS (HGY/2018/3145)

27. The scheme was unable to achieve the requirement for Blue Badge parking spaces based on the number of accessible units provided, however the pre application feedback was positive in this regard although justification was requested by Haringey for the specific constraints limiting the number of disabled parking spaces.
28. The main reason provided by the team was the spatial constraints at the site, followed by the fact that the site was in a highly accessible location (PTAL 6B) and therefore supports a car-free lifestyle. They also stated that the likelihood of all disabled residents owning a car would be low. An extract from the Transport Assessment is provided below:

"The rigid application of these standards is not considered appropriate given the highly accessible location of the site and the likelihood therefore that not all disabled residents would own a car. For example, the excellent public transport services and the proximity to a comprehensive range of amenities would reduce the need for residents to make journeys away from the site by car"

Tottenham Hale Centre B (Ferry Island Retail Park) (HGY/2018/2223)

29. The scheme was approved in 2018 and is car free apart from 31 blue badge parking spaces. This equates to a provision of one blue badge parking bay per dwelling for 3% of dwellings. An extract from the approved Transport Statement is provided below:

"The proposed blue badge car parking provision is deemed appropriate for the site based on the following key factors:

- *The site is in a highly sustainable location (PTAL 6A);*

- *Step-free access is provided to all modes at the Tottenham Hale Public Transport Interchange*
- *The development will benefit from future amenity and transport improvements given its location within the DCF area”*

Summary & Conclusion

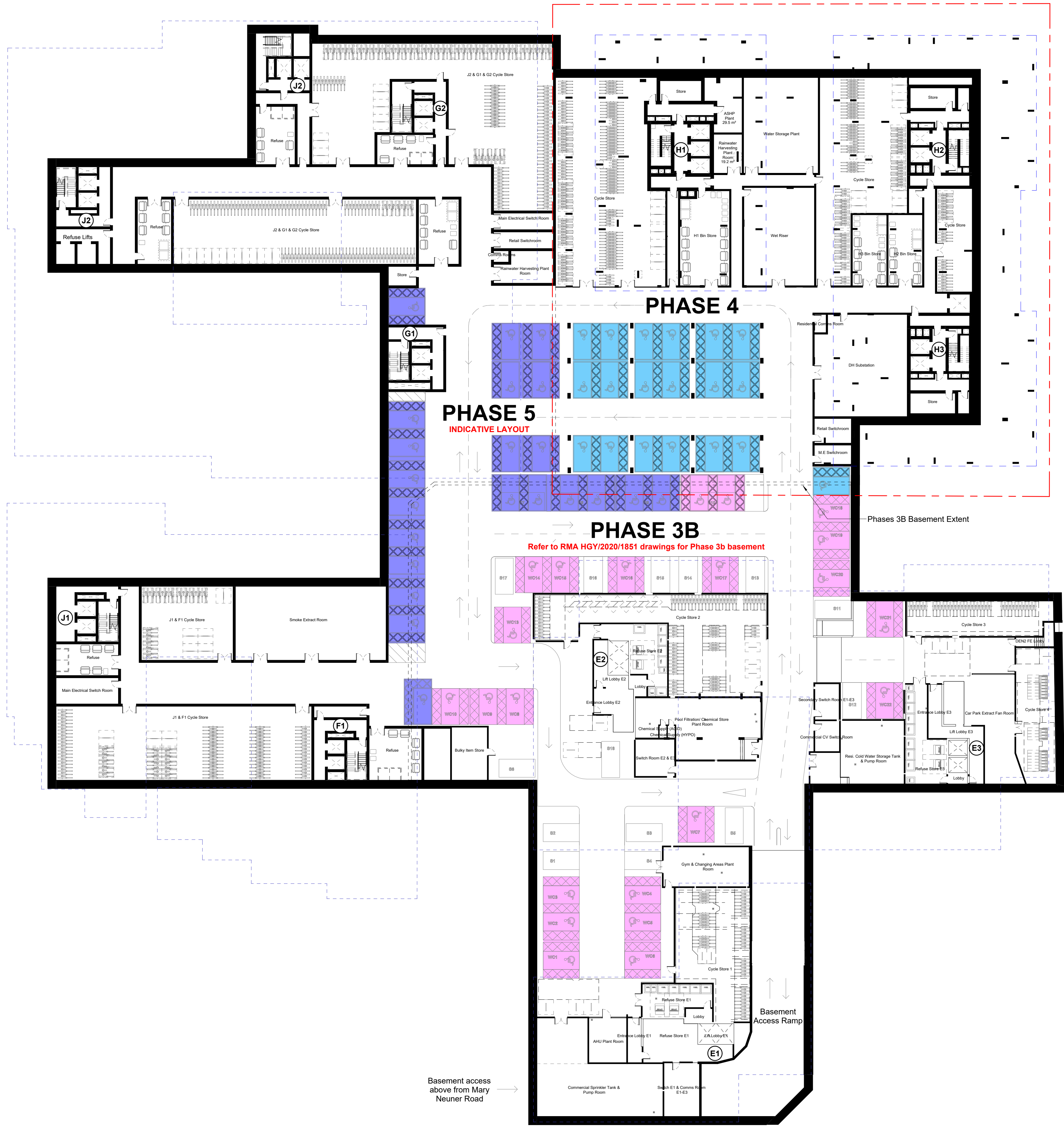
30. The proposed Phase 3 – 5 development has multiple demands on this space when taking into account the ambition to maximise ground floor active frontage and accommodating a range of ancillary uses within the basement.
31. Based on levels of Blue Badge ownership nationally and within the LB Haringey, St William wish to propose that Blue Badge parking equating to 5% of the total number of homes across Phases 3, 4 and 5 is justified. This is further supported by an overall provision across the total site (Phases 1 – 5) of 7%.
32. This is supported by evidence from both approved applications in the borough, which have been granted permission with Blue Badge parking of approximately 3%, as well as evidence provided by St William on parking uptake in other Berkeley Homes schemes including Phase 1 and 2 of Clarendon Gasworks. This evidence has shown that out of six schemes (including the earlier phases of Clarendon Gasworks) with varying levels of public transport accessibility, no Blue Badge parking spaces have been used and car parks are staying underused.
33. It stands to reason that Phases 3 – 5 of the Clarendon Gasworks scheme is likely to reflect the trends of Phase 1 and 2, as well as trends across other similar developments and therefore the demand for Blue Badge parking is highly unlikely to ever be as much as 10%. Based on this, it is proposed that Phases 3 – 5 will provide Blue Badge parking at a rate of 5% of units only.
34. In the unlikely scenario that there is a very high level of demand from Phase 4 and Phase 5 residents Blue Badge parking spaces beyond the 5% proposed then the Parking Management Plan allows St William to allocate spaces within other phases.
35. St William propose to revise the approved car parking management plan to reflect this revised approach, subject to the support of LB Haringey.

Appendix A

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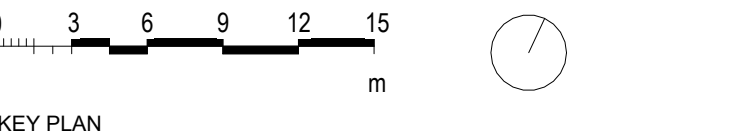
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- Key**
- Phase 3 - 22 Parking Spaces - (5% Blue Badge Parking)
 - Phase 4 - 19 Parking Spaces - (5% Blue Badge Parking)
 - Phase 5 - 22 Parking Spaces - (5% Blue Badge Parking)

- Extent of building above
- Phase 4 site boundary
- Temporary walls

REV.	DATE	AMENDMENT
P01	18/05/23	Draft planning set issue
P02	31/05/23	Planning set for client review



KEY PLAN

CLIENT

St William
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PROJECT
Clarendon, Phase 4

SCALE@A1	DATE	ORIGINATOR	CHECKED	AUTHORISED
1 : 300	31/05/23	EV	RX	NH

**General Arrangement
Combined Illustrative Basement**

Stage 2

STATUS	PURPOSE FOR ISSUE	SR NO.
S2	Planning	6726
DRAWING NO.	REV.	
6726 · SRA · ZZ · B1 · DR · A · 02100	P02	