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Dear Sir / Madam

## **Representations on behalf of Q-Park to the Soho Neighbourhood Plan – January 2020**

On behalf of our client, Q-Park, we are instructed to submit representations to the *Soho Neighbourhood Plan – January 2020* which is out for consultation until 10 July 2020.

Q-Park operates a series of car parks across the UK, including 20 premises in London.

In Westminster, they operate 16 car parks. These representations relate to their Q-Park Soho site on Poland Street W1F 7NQ, which falls within the area set out in the Soho Neighbourhood Plan.

### **Extracts from the Soho Neighbourhood Plan – January 2020**

*Section 5.2 of the Soho Neighbourhood Plan and Policy 23 – Delivery Consolidation Points notes that car parks are underused and identifies the Poland Street car park, and another car park not in the ownership of Q-Park, as being suitable for 'freight consolidation.'*

Page 6 of the Soho Neighbourhood Plan, under '5. Environment' states that 'Any development proposals for the public car parks at Brewer Street and Poland Street should consider and evaluate the potential for adaptation and reuse for all or part of the buildings as micro-consolidation centres.'

Page 47 states that:

*'It is likely that these two car parks will continue to become more and more under used for their original primary purpose, as drivers continue to respond to the Ultra Low Emission Zone (ULEZ) and Congestion Charge.'*

*Development proposals may come forward to redevelop them or change their use which would eliminate the last viable sites for micro-consolidation to be achieved within Soho. The neighbourhood plan in seeking to encourage freight consolidation requires that any development proposals for these garages should consider and actively evaluate the potential for micro-consolidation use to form all or part of the future use of the premises.*

*Proposals which include a use of this type will be strongly supported. Proposals which are unable to demonstrate clearly why such uses cannot be incorporated into the proposal will not be supported.'*

## **Q-Park Objection:**

Q-Park objects to the draft proposals within the draft Soho Neighbourhood Plan. Specifically, they object to the potential future options for their Q-Park Soho site being limited to just freight consolidation. They also object to the reference that any future proposals for their site should reuse *'all or part of the buildings'* as a micro-consolidation centre.

The Q-Park Soho site is located within the Central Activities Zone (CAZ), the Soho Special Policy Area, the West End Retail & Leisure Special Policy Area and the Strategic Cultural Area as set out on the emerging City Plan Proposals Map. It is also in an area of high transport accessibility.

Both the adopted policy, *Policy TRANS 25 – Public Off-Street Parking* (UDP 2007) and emerging policy, *Policy 28 – Parking* (City Plan 2019-2040) state that the redevelopment of existing car parks for alternative uses will be supported.

This site has the capacity for high-density development which could contribute to the mix of uses within Soho, including providing additional residential use and commercial uses, all of which are promoted by the site's designations on the Proposals Map.

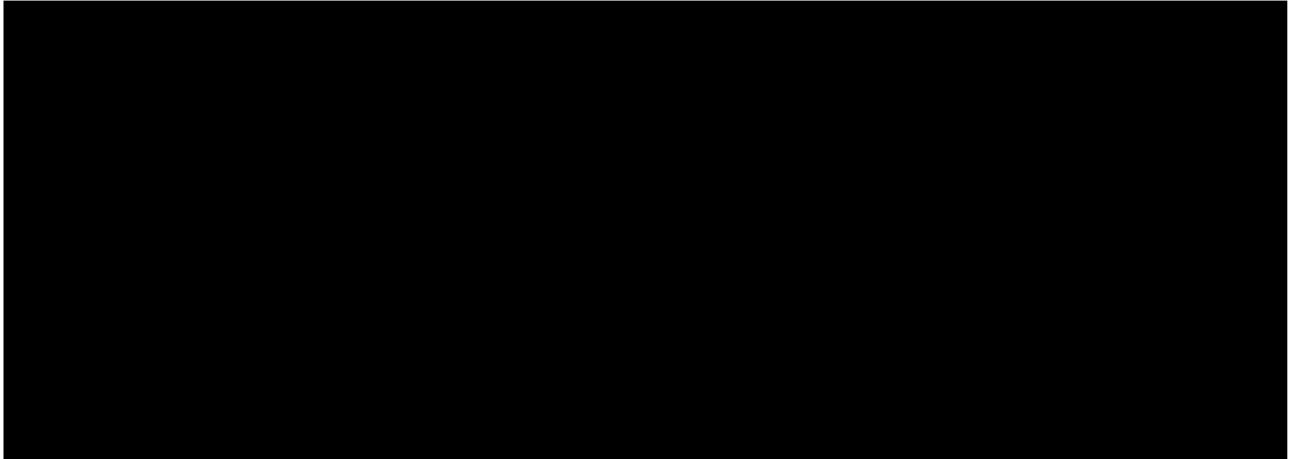
The emerging City Plan recognises that sites within the West End Retail and Leisure Special Policy Area should *'provide significant jobs growth through a range of commercial led development including retail, leisure, offices and hotel use.'*

In addition, residential use and commercial uses are promoted in the CAZ.

Q-Park would like the references to their Soho car park site being suitable *only* for freight consolidation revised to allow for much greater flexibility in the way their site might best be re-developed in future. They would like specific reference made to the site's potential to support high-density mixed use residential and commercial development. Commercial

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development to include uses such as offices, restaurants and bars, shops, retail and hotels.



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