

**WALTHAM FOREST LOCAL PLAN
DEVELOPMENT MANAGEMENT POLICIES
- EXAMINATION**

**Matters and Issues for Examination in Public:
Parking Standards and Highway Requirements
Policies DM17**

**Hearing Session – 21 May 2013
Agenda Item 5**

1. **Policy background/context**

1.1 In recognition of the government's agenda on parking standards and highway requirements, and also London Plan requirements, the Council has considered it necessary to give due regard to the matter of parking and highway requirements in the Development Management Policies Document.

1.2 Four chapters in the document purposely deal with parking standards and highway requirements. Policy DM17 relates to parking and supports the implementation of Core Strategy Policy CS7 Strategic Objective 7:

“Ensure Waltham Forest is a safe, vibrant and healthy place to live and work by enhancing connectivity across the Borough, facilitating regeneration and growth in a sustainable manner, minimising congestion and pollution, and providing a range of attractive travel options to access jobs, opportunities and facilities within the Borough and beyond”.

1.3 This statement explains the Council position on Policy DM17.

2. **Main Issues**

2.1 The Council notes the representation from The Mall Limited Partnership (dmpps54) on DM17 Parking:

“Policy DM17 relates to parking provision, and states that the Council will encourage car-free and car-capped development in appropriate locations. Paragraph 18.5 states that such locations include Walthamstow Town Centre/Regeneration Area. While the use of alternative modes of transport other than the private car, should be encouraged, the Council will need to ensure there is sufficient flexibility in this policy to allow an appropriate amount of car parking to be delivered to support the regeneration aspirations for Walthamstow Town Centre, such that potential new occupiers are not deterred from taking up space in Walthamstow”.

2.2 The Council would summarise the representation as seeking a degree of flexibility with regard to the parking standards set by policy, with particular reference to regeneration aspirations for Walthamstow Town Centre.

3. **The Council's Position**

3.1 **Introduction**

The Council recognises the importance of the private car as a mode of transport in Waltham Forest and in outer London generally. Recent monitoring carried out by Transport for London indicates that 40% of trips in Waltham Forest are made by car. The Council therefore seeks to provide an appropriate level of parking in new development in support of its regeneration objectives, while taking care to ensure that the convenience and attractiveness of more sustainable alternatives are not undermined.

3.2 Issues

In areas such as Walthamstow Town Centre, where public transport accessibility is high and consequently a range of travel options exist, maximum parking standards are set at lower levels than in areas where public transport provision is lower. The car parking standards set out in Appendix 4 of the Local Plan Development Management Policies Proposed Submission set **maximum** car parking levels for a range of use classes in relation to each level of public transport accessibility.

3.3 Response to the The Mall Partnership Representation (dmpps54)

3.3.1 With regard to the representations from the Mall Partnership, the Council's response is set out below.

3.3.2 The Council's transport policies seek to promote the use of sustainable transport modes, as alternatives to the private car wherever possible, and we therefore encourage developers to provide car parking levels which are lower than the maximum standard for any particular development. Part C of the policy requires development to provide well designed, high quality parking facilities in accordance with the Council's maximum car parking and minimum cycle parking standards as set out in Appendix 4; as a "**general guide**", the Council will "**encourage**" lower car parking provision than the stated maximum standards. Thus, for new development, the stated maximum standards should be regarded as the "starting point" for determining the level of parking provision. However, the Council would seek to secure a lower level of parking where possible. The policy does allow for a degree of flexibility in negotiating the provision of parking, based on the nature of a particular development, individual site conditions and proximity to public transport.

4. **Response to the additional Representations received**

4.1 Six individual representors made comments on DM17, including The Mall Limited (the response to which has been addressed in paragraph 3.3.2). Other representors were Lidl UK, The Greater London Authority, North East London NHS Foundation Trust and London & Quadrant Housing Trust. The Council initial responses to their comments can be found document SD17 (Part I - Summary of Representations and Council's Response Regulation 22(1)(e)).

4.2 It important to also mention that the policy is supported by Transport for London (dmpps127) an organisation the Council has a duty to cooperate with.

5. **Response to Inspectors Questions**

With regard to matters raised by the Inspector, these have been addressed in the Council's response as set out in the document - "Response to the Inspectors Questions" (KE154). The inspector raised no further questions on Council Responses to all his questions. Key points as follows:

- Question 120 (vague terminology) - The Council has proposed to amend the terminology
- Question 121 (what noun do adjectives “active” and “passive” qualify in Part J) The Council suggests to amend part J of the policy
- Question 122 (paragraph 18.4 states a policy provision not set out in Part C of the policy itself) The Council proposes to delete text in paragraph 18.4 and to amend part C of the policy
- Question 123 (paragraphs 18.5 and 18.6 appear to state policy provisions not set out in part A of the policy itself) The Council proposes to add another part to the policy and strengthen the stated justification by amending paragraph 18.5 and 18.6.
- Question 124 (paragraph 18.7 appears to state a policy requirement, rather than a justification) The Council proposes to delete unnecessary text.
- Question 125 (paragraphs 18.8 and 18.9 appear to state policy rather than to justify it, largely repeating the policy requirements of parts D and G) The Council proposes to amend paragraph 18.8 with justification text, amend policy D and delete paragraph 18.9.
- Question 126 (paragraph 18.10 appear to state policy requirements, not stated in the policy itself) The Council proposes to delete the third and fourth sentence of paragraph 18.10.
- Question 127 (paragraph 18.11 appear to state policy rather than its justification) The Council proposes to amend paragraph 18.11
- Question 128 (paragraph 18.12 appears to state policy rather than justification) The Council proposes to delete this paragraph.
- Question 129 (part H is not a planning policy) The Council proposes to delete part H of the policy and paragraphs 18.14, 18.15, and 18.16.
- Question 130 (planning policy appears to be stated in the bullet points of paragraph 18.14 and in 18.5) The Council proposes to delete these paragraphs.
- Question 131 (what does paragraph 18.16 seek to justify) The Council proposes to delete this paragraph.
- Question 132 (paragraph 18.18 appear to represent policy, not stated in the policy itself) The Council proposes to amend paragraph 18.18.
- Question 133 (paragraph 18.19 appears to set out policy requirements not completely set out in part D of the policy) The Council proposes to amend paragraph 18.19
- Question 134 (paragraph 18.20 and 18.21 both set out policy requirements which are not set out in the policy itself) The Council proposes to delete these paragraphs.
- Question 135 (paragraph 18.22 and 18.24 seem to set out policy requirements for the provision of cycle parking, which is not included in part C of this policy) The Council proposes to amend the text in paragraph 18.22 and to delete paragraphs 18.23 and 18.24
- Question 136 (paragraph 18.25 appears to duplicate the policy provision of part I) The Council proposes to delete part I of the policy and paragraphs 18.25, 18.26 and 18.27.

- Question 137 (Paragraph 18.26 appears to be a statement of policy not included in the policy itself) The Council proposes to delete this paragraph
- Question 138 (Paragraph 18.27 appears to be a statement of policy not included in the policy itself) The Council proposes to delete this paragraph.

6. **Conclusion**

- 6.1 The Council is of the view that the modifications to policy DM17 part (c) and its accompanying text do allow a degree of flexibility with regard to parking standards set by policy, with particular reference to regeneration aspirations for Walthamstow Town Centre. A range of maximum parking standards are prescribed for different use classes which vary in terms of the level of public transport accessibility. The Council encourages lower parking standards to be applied where appropriate but retains a degree of flexibility to suit individual circumstances.