

LB Waltham Forest Development Management Policies Local Plan Document

Session; Parking Standards and Highway Requirements

21 May 2013

30 minutes

Agenda

Participants; Inspector, Council, and the Mall Partnership.

Issues; Policy DM17

- 1) Council's overall view of, and response to, representations and Inspector's questions. Presentation of proposed amendments.
- 2) Policy DM17

The Mall Limited Partnership observes that 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.

The Council responded ; Policy DM 17 in conjunction with Annex 4 set the required maximum parking standards. The Council further encourages (not requires) the provision of car-free and car-capped developments as stated in policy DM17A and supporting text paragraph 18.5 and 18.6. Criteria for developments that are suitable for car free parking are listed in policy A (namely accessibility levels, access to services and opportunities and parking stress in the area). The Council appreciates that a certain degree of flexibility may be appropriate and proposed to amend para 18.4 to read as follows: "18.4 Proposals for parking provision will be expected to relate to the general accessibility of an area and the levels of on-street parking stress. Maximum parking standards are provided in Appendix 4, however as a general guide, the Council will encourage lower parking provision than the stated maximum standards. The Council acknowledges that parking demand is a highly complex issue that largely depend on site specific characteristics. The Council may consider parking provision that varies from the standards set in Appendix 4 in accordance with the parking analysis as part of the Transport Assessment and Travel Plan, which needs to take into account considerations such as accessibility

of the site, parking provision and parking stress in the area, dual usage of parking spaces, and the potential for linked trips. 18.5 On-street parking spaces in particular, are a limited resource and demand exceeds supply in much of the borough. Development proposals therefore in areas of on-street parking stress should be 'car capped' (or car-free) to avoid exacerbating this problem. Reduced parking provision proposals should be supported by high public transport accessibility and planning obligation measures to promote sustainable travel including implementation of travel plans, provision of car clubs and car sharing services etc."

Amend para 18.4 to read as follows: "18.4 Proposals for parking provision will be expected to relate to the general accessibility of an area and the levels of on-street parking stress. Maximum parking standards are provided in Appendix 4, however as a general guide, the Council will encourage lower parking provision than the stated maximum standards. The Council acknowledges that parking demand is a highly complex issue that largely depend on site specific characteristics. The Council may consider parking provision that varies from the standards set in Appendix 4 in accordance with the parking analysis as part of the Transport Assessment and Travel Plan, which needs to take into account considerations such as accessibility of the site, parking provision and parking stress in the area, dual usage of parking spaces, and the potential for linked trips. 18.5 On-street parking spaces in particular, are a limited resource and demand exceeds supply in much of the borough. Development proposals therefore in areas of on-street parking stress should be 'car capped' (or car-free) to avoid exacerbating this problem. Reduced parking provision proposals should be supported by high public transport accessibility and planning obligation measures to promote sustainable travel including implementation of travel plans, provision of car clubs and car sharing services etc."

In response to my questions the Council has proposed a further change to part C of the policy and paragraph 18.4