

Epping Forest District Local Plan – Draft Plan Consultation 2016
 BGP2 - Transport Background Paper

- safety – if parked in the wrong place cars can impact on visibility of other drivers, pedestrians and cyclists.

3.27 The Council is very clear that the implications of not providing sufficient parking need to be considered. Insufficient residential parking or parking provided some distance from a property such that it is not convenient can lead to greater, and often inappropriate, on-street parking. On-street parking, if designed in from the start can be done in such a way which is safe, can be an effective speed deterrent, and can be sensitively landscape (trees and hard surfacing) so that it is not overly dominant visually and also doesn't stop the road functioning safely and efficiently. Therefore, there is a need to find the right balance between accommodating the car and making the best use of land.

3.28 Encouraging changes to the way people travel and reductions in car parking need to be supported by other measures rather than done in isolation. These include:

- Residential travel planning - examples include incorporating car clubs, provision of information packs, bus/rail passes;
- Provision of Information technology in buses – the use of on-board GPS systems can help people to access real-time information thus providing more certainty for passengers of the timing of services;
- Ensuring buses operate from first occupation of a development (on larger development sites);
- Considering the timing of supporting infrastructure e.g. doctors' surgeries;
- Understanding the implications to on-street parking through requiring the submission of local parking 'stress' surveys, and on-street parking restrictions paid for by the development.

The location of development and its size will influence what works work best in relation to individual developments. Taking such an approach, based on local circumstances and local evidence, will help to achieve an appropriate balance between accommodating the car and making best use of land.

3.29 It is important to ensure that when encouraging people to change the way they travel and introducing lower car parking standards that these are supported by a range of measures. The timing of their introduction is key. For example, car clubs should be planned in as part of the design of a development to ensure that the location of supporting infrastructure is attractive and central to a scheme; making sure that bus services are operating from 'Day 1'. If people get used to driving their car because there is no service to start with it makes it much harder to get them to change. On larger sites having facilities in place at the start has a similar effect.

National Policy

3.30 The NPPF sets out, in relation to local parking standards, that:

if setting local parking standards for residential and non-residential development, local planning authorities should take into account:

October 2016

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- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *an overall need to reduce the use of high-emission vehicles.*

(Paragraph 39)

- 3.31 An Addendum published in March 2015 by Ministerial Statement to be read alongside paragraph 39 states that:

“Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.”

- 3.32 The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions (paragraph 3). However, Plans and decisions need to take local circumstances into account so that they respond to the different opportunities for achieving sustainable development in different areas (paragraph 10). The Council is of the view that this enables flexibility to achieve the balance needed in relation to residential car parking provision based on the information and evidence set out above.

Conclusion

- 3.33 Having considered the evidence in relation to car ownership, and taking into consideration access to other forms of transport, the Council is proposing to develop Epping Forest District specific residential parking standards. This would allow for a more bespoke approach based on local evidence based on different standards for different locations, linked to car ownership, access to other transport opportunities and housing mix. The approach currently being considered is set out in the Department for Communities and Local Government ‘Residential Car Parking Research’ published in 2007. This can be viewed at:

http://webarchive.nationalarchives.gov.uk/20120919132719/http://communities.gov.uk/pub/295/ResidentialCarParkingResearch_id1510295.pdf