

Local Plan Independent Examination

OPDC Response to Matter and Issue 8

Matter 8: Whether the Plan's policies towards the provision of vehicle parking are justified (derived from the twenty-third Key Issue of table 5 of Key document 5 identified at Regulation 19(1) stage and representation 2/SP7/21 from Aberdeen Standard Investments amongst others)

Although I am content with the officers' response to this Matter set out in Appendices E and J to Key document 5, a Hearing session will be required if representors exercise their right to be heard.

OPDC response:

This response has been informed by Transport for London.

- 1.1. OPDC considers the Local Plan policies governing the provision of vehicle parking for non-residential uses are justified as they are the most appropriate strategy based upon the following:
 - Consistency with the office parking standards in the Draft New London Plan Policy 6.2 (document OSD14).
 - Improved Public Transport Accessibility Levels (PTAL) values within the OPDC area due to the committed and planned investment in public transport. For example, in Old Oak North PTAL levels are forecast to increase from level 2 to 6A/B. This is shown on figure 7.11 (Future PTAL).
 - The Draft New London Plan Policy T2 (Healthy Streets) and the Mayor's Transport Strategy (Policy T1 Strategic approach to transport) (document OSD29) which have ambitious mode shift targets to achieve the Mayor's Healthy Streets Vision in London.
 - The Draft New London Plan Policy T6 (Car Parking) recognises that to manage London's road network and ensure that people and businesses can move about the city as the population grows, new parking provision must be carefully controlled.
 - The already congested and constrained existing road network within the OPDC area, as identified in the Old Oak Strategy Transport Strategy (document SD36) and Park Royal Transport Strategy (document SD37), cannot accommodate the additional cars that would result from new car parking provision at existing levels.
- 1.2. However, as per OPDC's response to Regulation 19(1) key issue 23, some flexibility is recognised as being needed in the Park Royal Industrial Estate. Park Royal Industrial Estate is recognised as one of the largest areas of Strategic Industrial Land (SIL) within London but PTAL levels will not be as high as Old Oak North and Old Oak South and therefore business needs may require necessary business parking. Local Plan Policy T4 (Parking), paragraph (a)(iii) requires non-residential development to be car free unless in certain cases limited car parking can be justified taking into account operational or business

needs and access to public transport. Therefore, for development proposals in Park Royal, Policy T4 allows the parking in planning applications to be assessed on a case by case basis.