

Harrow Local Plan 2021-2041 – Examination in Public **Suggested amendments to Policy M2**

Track change key

Modification agreed by LB Harrow at Submission stage

Modification agreed following Statement of Common Ground between TfL & LB Harrow post Submission

Modification that is not agreed between TfL & LB Harrow (text proposed by Harrow)

Policy M2: Parking

Linkages:

NPPF Chapter: 9 Promoting Sustainable Transport

London Plan Chapter: 10 Transport

London Plan Policy T6 Car Parking

Policy M2: Parking

- A. Development proposals will be supported where:
 - a. The number of vehicle parking spaces (including those with electric vehicle charging points) complies with the maximum London Plan standards;
 - b. There is provision for 1 motorcycle parking space per 20 car parking spaces subject to all developments with more than 10 car parking spaces having a minimum of 1 space; and
 - c. The number of cycle parking spaces would meet or exceed the minimum London Plan standards and comply with London Cycle Design Standards.
- ~~B. Proposals involving parking provision that would not be consistent with the London Plan will be assessed having regard to any exceptional operational requirements and satisfactory mitigation, any special safety considerations and the desirability of achieving modal shift away from private car use.~~
- B. Sites which serve wide catchments in Harrow may need to continue to provide public car parking. On sites with existing public car parking in the Metropolitan and District Centres, or at strategic public transport or leisure nodes, any loss should be managed, based on an agreed local parking strategy. Any proposed reduction of car parking (either on-street or off-street) should consider the overall parking provision in the centre, and should not adversely impact upon town centre vibrancy and vitality. Proposals to improve the quality of existing off-street car parking will be supported and encouraged.
- C. Proposals that secure the delivery of car club schemes in lieu of parking provision for private vehicles will be encouraged.
- D. The design and layout of parking areas (including those for scooters, motorcycles and bicycles) should be safe, secure and fit for purpose, Access to and from the public highway should maintain and, where necessary, improve safety and give priority to the convenience of pedestrians and cyclists in line with London Plan Policy T2 (Healthy Streets).
- E. Proposals that create significant on-street parking problems, prejudice highway safety or diminish the convenience of pedestrians and cyclists, will be resisted.
- F. Off-street parking should provide adequate soft landscaping, permeable surfaces and appropriate boundary treatments to offset adverse visual impacts and increases

in surface water run-off. Parking on front gardens should provide a minimum 50% coverage of soft landscaping and permeable surfaces. Car park entrances must be of an acceptable width to ensure safe access and visibility.

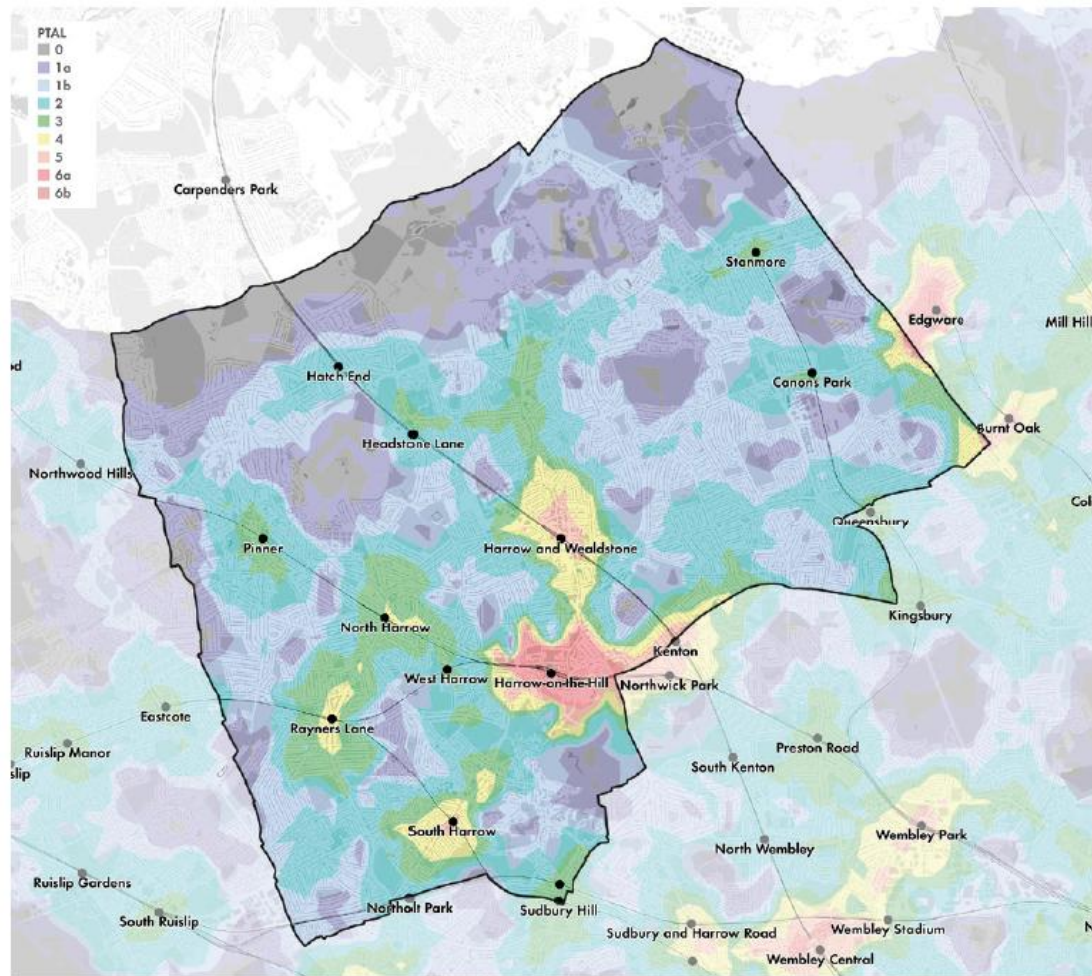
- G. Development in Town Centres should prioritise walking, cycling and public transport, including access to and from town centres. The public realm will be designed to support modal shift away from car use. Services and activities within the public realm will be supported. London Plan car parking maximums for office, retail and hotel accommodation must be complied with.

- ~~H. Any proposed reduction of car parking (either on-street or off-street) should consider the overall parking provision in the centre, and should not adversely impact upon town centre vibrancy and vitality in line with the Harrow Parking Strategy. Proposals to improve the quality of existing off-street car parking will be supported and encouraged.~~

Supporting Text:

- 10.2.1 Parking for new development will be managed to contribute to the delivery of a modal shift from private cars to more sustainable modes, with an emphasis on active travel and public transport. Development should provide parking in accordance with standards set by the London Plan.
- 10.2.2 Car free developments should be the starting point in areas that are well connected to public transport (PTAL 4-6). Developments in areas with lower public transport connectivity (PTAL0-1) should adhere to maximum parking standards as set by the London Plan, except where a minimum provision would support additional family housing.

Public Transport Accessibility Levels (PTAL)



Source: Harrow Characterisation and Tall Buildings Study (2021)

- 10.2.3 All development must include infrastructure for EV and ultra-low-emissions vehicles in conformity with London Plan Policy T6 (G). Proposals with higher rates of EV charging infrastructure (>50% of overall spaces with active charging points) will be looked upon favourably. Proposals in the public realm should consider the provision of publicly accessible charging points, in line with the Council's EV Strategy. Proposals for office or commercial development should include publicly accessible charging points where possible. The integration of bike and car sharing clubs should be strongly considered.
- 10.2.4 Households in Harrow continue to exhibit comparatively high levels of car ownership. It is likely that car ownership will continue to be a preference for many residents and that this mode will continue to be a component of economic activity and outer London inter-connectivity for the foreseeable future.
- 10.2.5 The objective of this policy is to realise the transport benefits of Harrow's spatial strategy by ensuring that proposals contribute to modal shift and meet the transport needs of future occupiers of developments. This will be achieved by focusing new development in areas of high public transport accessibility

and where access to services is possible by sustainable transport modes such as walking and cycling.

- 10.2.6 Transport is a matter of strategic significance to London as a whole and is therefore addressed in the NPPF (2021) and the London Plan (Chapter 10 Policy T6). The London Plan sets standards for car parking of all types, development proposals must comply with these standards.
- 10.2.7 There is greater demand for car use in outer London given its lower-density, suburban nature and lower levels of public transport accessibility and sustainable transport options. Due to the demand generated by occupiers and users of development in outer London it is anticipated that developers will continue to seek to provide parking as part of their proposals. In many instances some level of vehicle parking is likely to be necessary for operational reasons. On-site provision of vehicle parking can overcome some issues with on-street parking particularly in residential areas where on-street parking can result in congestion and hindrance to traffic flow.
- 10.2.8 The London Plan specifies maximum general parking standards. Minimum standards are set with respect to disabled parking, cycle parking and the percentage of car parking spaces that must have active provision for electric vehicle charging. London Plan guidance must be followed as it refers to outer London PTAL levels, and space numbers must not exceed the maximum standard outlined in the London Plan.
- 10.2.9 Car free developments are those that make no general on or off-site provision for car parking other than that required to meet the needs of disabled persons. Where located in areas of ~~high public transport accessibility levels (PTAL4-6)~~ and access to services through sustainable transport modes, such schemes are an effective means of delivering a modal shift away from private car use. Public parking plays an important role in underpinning the vitality and vibrancy of local centres, enabling a choice of modes, representing the wide range of goods and services visited within them. Public parking enables visitation from areas that are not well connected by public transport, and enable families to conveniently travel together, as well as facilitating the collection of bulky goods. This extends to other strategic assets, including leisure facilities that serve a sub-regional catchment, and parking at transport nodes that underpin mixed-mode travel within north London, and actively reduce congestion. ~~New development must demonstrate that future occupiers' ability to access their reasonable shopping, service and employment needs would not be disadvantaged, and that visitors and other users of the development (particularly in respect of non-residential uses) would not be severely disadvantaged by the absence of car parking.~~ In Harrow, the Harrow & Wealdstone Opportunity Area and town, district and neighbourhood centres with a PTAL of 4-6 provide the most suitable locations for car-free development. They provide occupiers with direct access to local shops, services and employment opportunities, and are generally served by multiple local bus services and/or a rail station for access to shops, services and employment elsewhere. The rationalisation of public car parks will be managed in accordance with a local parking strategy.

10.2.10 Applicants should provide detailed Parking Design and Management plans as part of any application proposing implementation of car parking. The Plans should detail all aspects outlined in the London Plan. Consideration should be given for adequate emergency vehicle parking and, where relevant, health and social care vehicles.

10.2.11 Development ~~in the Harrow & Wealdstone Opportunity Area and Town Centres~~ should prioritise walking, cycling and public transport. Infrastructure to support modal shift away from fossil fuel car use should be prioritised by any development including:

- (a) Safe and secure bike parking (ideally covered with CCTV in operation in accordance with London Cycling Design Standards);
- (b) Rapid electric vehicle charging points;
- (c) Parking spaces for shared electric bikes and scooters;
- (d) Installation of cycle lanes;
- (e) High quality pedestrian thoroughfares.

Note (for the purposes of EiP): with respect to proposed site allocations covered by revised Part B, the consolidated list is as follows:

| Site Allocation that managed parking reduction applies to | Reason |
|---|---|
| OA1 – Queens House car park | Metropolitan centre |
| OA6 – Greenhill Way car park | Metropolitan centre |
| OA12 – Peel Rd car park | District centre |
| OA14 – Byron Quarter | Sub-regional catchment (leisure centre) |
| O13 – Harrow Arts Centre | Sub-regional catchment (arts centre). |
| O20 – Canons Park Station car park | Station car parking |
| O21 – Amner Lodge | District centre |
| O22 – Stanmore Station car park | Station car parking |