

Written Statement on behalf of Canary Wharf Group Plc (“CWG”)

TRANSPORT

Matters 81 – 84: Car Parking Standards

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Matter 81: Car Parking

M81. Are all of the requirements of policies T6 and T6.1 to T6.5 necessary to address the strategic priorities of London, or do they extend to detailed matters that would be more appropriately dealt with through local plans or neighbourhood plans? In particular:

- a) Should the Plan allow local plans and neighbourhood plans to apply the maximum car parking standards flexibly to take account of local evidence including about car ownership and use; parking stress; public transport; walking and cycling; the scale, mix and design of particular developments; the character and appearance of an area; and economic viability?
  - b) Are the requirements of policies T6 and T6.1 to T6.4 relating to the provision of infrastructure for electric or other ultra-low emission vehicles justified and consistent with national policy?
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1. In our view some of the proposed parking requirements are unduly prescriptive and give little or no consideration to specific local circumstances. It should be possible for levels of provision to be varied within reasonable limits where this can be justified or be dependent on monitoring through a Travel Plan. We agree that through local plans, neighbourhood plans and planning decisions, parking standards should be applied more flexibly on a case by case basis where evidence can be used to demonstrate local requirements. This is particularly important with regard to residential and retail parking which is discussed in more detail below.
2. In addition, Policy T6 of the draft London Plan refers to the needs to link parking provision with existing and future public transport accessibly, however parking should also be considered in relation to imminent changes to transport technology, such as the rapid uplift in electric vehicles and charging infrastructure. Therefore, the implementation of car parking at new developments should not pose a long-term negligible impact on air quality.
3. It is suggested that Policy T6 Car Parking be amended to include the following wording to allow for greater local flexibility.
  - C: *The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be ~~applied to development proposals and used to set local standards within Development Plans~~ **used as London-wide strategic guidance to inform flexible local standards within Development Plans and Neighbourhood Plans.***