

space may in exceptional cases be justified. An example might be where off-street parking provided as part of a proposed development together with other measures would reduce the on-street parking demand compared to the existing use.

8.18 Brent is keen to maintain and enhance the street scene through the provision of green infrastructure. It has an extensive programme of street tree planting. Loss of street trees, or of off street car parking has occurred, something which the Council wishes to avoid in the future.

Road Safety and Traffic Management

8.19 In relation to transport matters in development proposals priority should be given to safety issues. This includes the convenience and safety of vulnerable road users such as pedestrians and cyclists.

8.20 TFL has a strategic management function in minimising congestion on its Strategic Road Network. It requires consultation on proposals which would affect this network, which includes Edgware Road and Harrow/Watford Road corridors. Proposals which would affect

the M1 Motorway shall require consultation with Highways England.

8.21 Brent's London Distributor Roads generally have to provide access to adjacent land uses, but their primary function must be to act as part of the network for through traffic.

8.22 Improvements to road safety should follow recognised guidance, including for example the Road Safety Action Plan (TFL). This advises that a preliminary safety audit should be submitted with all major development proposals and associated transport changes on the Transport for London Road Network (TLRN/GLA).

8.23 Where a developer is required to undertake works to the highway to make their access acceptable, this will be expected via a section 278 agreement (see Glossary).

Parking

8.24 London Plan policy 6.13 addresses parking and has associated parking standards. Brent has characteristics associated with both Inner and Outer London. Brent's standards do not significantly deviate from those in the London Plan. Managing the impact of parking covers the role of car free development. It also ensures that requests for additional parking meet a number of conditions which mean that the local area is not negatively impacted upon by parking. This policy is supported by the parking standards which are set out in Appendix 1. Parking in town centres deals with existing parking and additions to or losses of parking. The requirements for electric charging points

and cycle parking must be consistent with London Plan policy 6.13. Preference is for electrical charging points to be provided within the highway, or publicly accessible to encourage greater use.

8.25 The policy seeks to support the Council to ensure that parking levels do not encourage unnecessary traffic generation. It seeks to ensure that car parking impacts positively on its environment. It also seeks to maintain the viability and vitality of our town centres.

8.26 The amount of parking provided in accordance with parking standards is a balance between a number of factors. These include seeking to reduce unnecessary car trips, promoting effective use of land, make development viable and not creating on street parking pressure which undermines the quality of life. The standards promote fewer spaces in locations better served by alternative transport. The emphasis is on not trying to provide spaces where they are unnecessary. Opportunities for car free development might include locations close



NATIONAL & LONDON PLAN

London Plan 6.7: Better Streets and Surface Transport

London Plan 6.11: Smoothing Traffic Flow and Tackling Congestion

London Plan 6.12: Road Network Capacity

PARKING

Parking standards and managing the availability of car parking

Developments should provide parking

consistent with parking standards in Appendix

1. In appropriate locations benefiting from high levels of public transport access, generally with PTAL 4 or above, opportunities for car free development should be considered.

In areas with Controlled Parking Zones access to on-street parking permits for future development occupiers other than for disabled blue badge holders will be removed or limited.

Contributions secured through a planning obligation to car clubs and pool car schemes will be strongly encouraged in place of private parking in developments.

MANAGING THE IMPACT OF PARKING

Additional parking provision should not have negative impacts on existing parking, highways, other forms of movement or the environment. The removal of surplus parking spaces will be encouraged. Development will be supported where it does not:

- a. add to on-street parking demand where on-street parking spaces cannot meet existing demand such as on heavily parked streets, or otherwise harm existing on-street parking conditions;
- b. require detrimental amendment to existing or proposed Controlled Parking Zones;

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c. create a shortfall of public car parking, operational business parking or residents' parking;

The Council will require off-street parking to:

- d. preserve a building's setting and the character of the surrounding area;
- e. preserve any means of enclosure, trees or other features of a forecourt or garden that make a significant contribution to the visual appearance of the area; and
- f. provide adequate soft landscaping (in the case of front gardens 50% coverage), permeable surfaces, boundary treatment and other treatments to offset adverse visual impacts and increases in surface run-off.

Public off-street parking will be permitted only where it is supported by a transport assessment and is shown to meet a need that cannot be met by public transport.

PARKING IN TOWN CENTRES

The Council will accept the loss of short-term publicly available parking only where this would not lead to under-provision.

In town centres where there is a deficiency of short term public car parking, subject to development viability, the Council will seek additional provision within major developments.

NATIONAL & LONDON PLAN

London Plan 6.13: Parking Emerging Design of Car Parking, TfL

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Heavily Parked Streets

to public transport interchanges where space for parking is constrained. Other areas within Controlled Parking Zones that are easily accessible by public transport may also be suitable for car free development. Where development is car free, or there is a limit on the number of occupiers able to park on-street, legal agreements or conditions will be used to ensure that future occupants

are aware they may not be entitled to on-street parking permits. Reductions in parking provision can also be delivered through car clubs and pool cars which promote more efficient use of spaces.

8.27 The design of car parking should be consistent with supporting other objectives for Brent. These include improving design quality and a sense of place, green infrastructure provision, bio-diversity and sustainable drainage. TfL's Emerging Design of Car Parking guidance will also provide advice on this matter.

8.28 For the most part town centres require some form of customer parking to support their vitality and viability. Whilst some centres have the right amount, others do not or their placement and quality means that their role is diminished.