


Haringey Council

Report for:	Regulatory Committee 22 November 2012	Item Number:	
Title:	Low car/Car Free Development		
Report Authorised by:	Marc Dorfman, Assistant Director, Planning and Regeneration 		
Lead Officer:	Malcolm Smith, Carbon Management and Sustainability		
Ward(s) affected: All	Report for Key/Non Key Decisions: Non-key		

1. Describe the issue under consideration

1.1 The report discusses the policies and implementation issues surrounding low car and car free residential developments.

2. Cabinet Member introduction

2.1 This report provides an overview of Council policy on low and car free developments. This issue will be considered at the recently established Planning Policy Member Advisory Group. I would therefore welcome any comments Members may have on this.

3. Recommendations

3.1 That the report is noted

4. Other options considered

4.1 N/A

5. Background information



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5.1 Current car and cycle parking standards are set out in Appendix 1 of the UDP. Parking standards are maximum standards with the exception of disabled parking and cycle parking which are minimum standards. The UDP was adopted in 2006. The London Plan was approved in 2011 with new car and cycle parking standards. The London Plan forms part of Haringey's local planning framework and the new standards in the London Plan supersede those in the UDP.

5.2 UDP Policy M9 supports Car Free Residential Developments and states:

"Proposals for new development without the provision of car parking will be permitted in locations where:

- A] there are alternative and accessible means of transport available;
- B] public accessibility is good; and
- C] a controlled parking zone exists or will be provided prior to occupation of the development"

In the supporting text it sets out how this policy will operate in practice:

1. We support "car free" developments in areas with good public transport accessibility.
2. "Car free" developments would require on-site disabled parking for wheelchair accessible homes. People with disabilities may also be eligible for a parking permit
3. Within existing or planned CPZs residents will not be eligible for residential parking permits although they would be able to obtain visitor parking permits

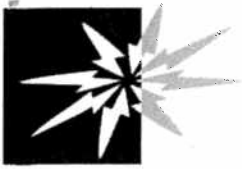
The aim of the policy is to restrict car ownership and hence usage and support alternative means of transport such as cycling and public transport in line with the Council's overall transport objectives and policies as set out in the Local Implementation Plan.

Issues

5.3 Interpretation of good public transport accessibility.

This is interpreted as locations having a Public Transport Accessibility Level [PTAL] rating of 4 or more. The latest map from TfL showing indicative PTAL levels for the Borough is in Appendix 1. In considering specific development proposals we use TfL's measurement tool for assessing individual sites. This provides a more accurate estimate than the Borough map. The PTAL map from 2006 in the UDP is now considered out of date. Appendix 1 on Parking Standards describes PTALs as follows

Low	Levels 1-2
Medium	Levels 3-4
High	Levels 5-6



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These levels do not directly link into a definition of “good” public transport accessibility hence our interpretation of level 4 as the threshold.

5.4 Interpretation of “car free”

For some locations we have supported “low car parking” developments with a PTAL rating of 3 or more provided there is a CPZ in place, or expected to be prior to occupation of the development, and there is a Section 106 agreement in place requiring a financial contribution towards amending the relevant traffic order and an obligation to advise residents that they would not be eligible for parking permits. In such situations we have supported a restricted level of on-site parking. On-site disabled parking is required for “car free” developments provided some units are designated wheelchair accessible although the London Plan states that disabled parking should preferably be provided on-site rather than specifying that this should be provided on-site.

5.5 Implementation of car free residential policy

Analysis has been undertaken of “car free” developments supported between April 2010 and now and whether there is on-site parking with either standard or disabled parking bays. Of the 41 developments which were supported by Transportation Planning as “car free”, 24 were defined as completely car free with no on-site parking at all. Of the other 17 developments we have supported through a Section 106 agreement 5 developments have some on-site parking but residents are not eligible for residents parking permits for the relevant CPZ. The remaining 12 developments were refused, withdrawn, conditioned, awaiting a decision or included as an informative.

5.6 Development Management Development Plan Documents

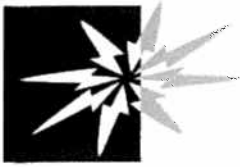
The Council is working on a revised Development Management DPD and as part of this process, we will be preparing a section on car parking policy and provision. We will be reviewing the policy on “car free” residential developments.

There is a members advisory group who oversee the production of the DM DPD chaired by the lead member for Planning and the draft DM DPD will be open to public consultation in 2013.

5.7 Enforcement of car-free parking policy

The process for enforcing the car free parking policy is as follows:

Planning Service liaises with Parking Service once a completed Section 106 obligation [S106] has been received from Legal Services. Planning advises Parking Service when the development has commenced and that it has a residents parking permit restriction. Visitor parking permits can still be obtained by residents of formal car free



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developments. Parking Service updates the Traffic Management Order for the relevant CPZ and is provided with a monetary contribution where this is part of the S 106.

Included within the S 106 is a requirement that prior to the occupation of any units in the development it is the owners responsibility to inform any resident on the contents of the agreement and hence that they are not entitled to a residents parking permit. Similarly developers are required as part of the S 106 to include specific reference that the development is car-free in any advertising relating to the marketing or sale of a residential unit.

Two specific issues arise with the current process:

- i) Local Land Charges in Legal are only aware that a property is subject to a S 106 and not the specific elements within it. There is therefore a lack of an understanding by potential buyers/occupiers of residential properties that are designated as car free and therefore not be eligible for a parking permit.
- ii) Owners/developers of car free developments sometimes fail to notify purchasers/occupiers that a property is designated as car free. Such people are only aware of this restriction when they apply to Parking Service for a permit and are refused.

We will be reviewing the process with Local Land Charges to ensure the car free element of a S 106 agreement is separately identified. On the second issue there is a regular Agents Forum with local developers and agents and a presentation will be made at a future meeting.

6. Comments of the Chief Finance Officer and financial implications

7. Head of Legal Services and legal implications

7.1 The Legal implications arising are set out in the report.

8. Equalities and Community Cohesion Comments

9. Head of Procurement Comments

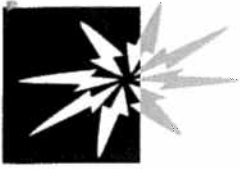
9.1 N/A

10. Policy Implication

10.1 There are no specific policy issues.

11. Use of Appendices

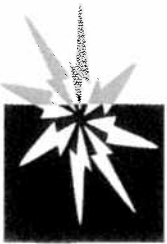
11.1 Appendix 1: Public Transport Accessibility Levels [PTALs] map, 2012



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12. Local Government (Access to Information) Act 1985

12.1 Adopted UDP, July 2006



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Appendix 1

