

RBKC Core Strategy EIP

Representations to Matter 8: Better Travel Choices & An Engaging Public Realm (CT1)

On behalf of Chelsfield (179625)

This Statement follows representations submitted at the Submission Stage of the Core Strategy in December 2009.

Criterion (b) of Policy CT1 requires that new development should not result in any material increase in traffic congestion or on-street parking pressure whilst (c) requires that additional new residential development should be permit-free. Is the Policy, as drafted, unduly restrictive and contrary to national guidance?

1.0 Chelsfield's representations

- 1.1 Representations at the Submissions Stage considered that, as currently drafted, Policy CT1 was unduly restrictive. Specifically, at (b) it is required that 'new development should not result in any material increase in traffic congestion or on-street parking pressure'. However, national planning guidance, as set out within Planning Policy Guidance 13 (2001), does not prevent new development from coming forward where it can be demonstrated that effects of the proposal on the road network are acceptable. It is therefore considered that, as worded, this part of the policy is unduly restrictive and contrary to national guidance.
- 1.2 In addition, it should be acknowledged at (c) that occupiers of new residential development, particularly market housing, are likely to require access to a car. There should be no absolute requirement for permit free development or development below the adopted standards.