

Impact on On-street Parking

- 2.11 The Paul Mew Associates note claims that the current total length of the Permit Holders Only (PHO) parking bay is 18 metres and in accordance with the Lambeth Methodology, a distance of five metres constitutes a parking opportunity; therefore a reduction of the PHO parking bay by three metres to 15 metres will not result in a loss of parking opportunities.
- 2.12 The below photos capture four cars parked in the approximate 20 metre stretch of car parking bay, demonstrating that contrary to the Paul Mew Associates report, a reduction of this bay by three metres, would result in a loss of one on-street car parking bay in an area that already suffers from parking stress.



Figure 2.1 Photos of parking bays with four occupant cars

- 2.13 The images in Figure 2.1 demonstrate four cars can fit within the bay.
- 2.14 The reduction of the bay by three metres would result in the loss of one off street parking bay and along with the pedestrian visibility concern is contrary to the following LB Camden policies:

- ▶ CS5 - Managing the impact of growth and development

"The Council will protect the amenity of Camden's residents and those working in and visiting the borough by:

e) making sure that the impact of developments on their occupiers and neighbours is fully considered"

- ▶ CS11 – Promoting a successful and inclusive Camden economy

"In order to support Camden's growth and to promote walking, cycling and public transport, the council will:

g) Improve public spaces and pedestrian links across the borough, including by focusing public realm investment in Camden's town centres and the Central London area, and extending the 'Legible London' scheme"

- ▶ DP19 – Delivering and monitoring the Core Strategy

"We will resist development that would:

- a) Harm highway safety or hinder pedestrian movement*
- b) Provide inadequate sightlines for vehicles leaving the site*
- c) require detrimental amendment to existing or proposed Controlled Parking Zones"*