

pedestrian and cyclist safety as well as any route links with neighbouring Boroughs. Careful design of the pedestrian environment and of the public realm to enable access for people with disabilities is also particularly important.

### Policy IM(c) Parking Standards

Developments must provide the minimum level of car parking provision necessary, for people with disabilities, as set out in the London Plan, and ensure provision for servicing, safe pick-up, drop-off and waiting areas for vehicles such as taxis and coaches, where that activity is likely to be associated with the development.

Developments supported by a high level of public transport accessibility and within Controlled Parking Zones should be car free. Development in areas of on-street parking stress should be 'car-capped.' For car capped developments, the Royal Borough will:

- limit on-site car parking to spaces designated for disabled people, any operational or servicing needs, and spaces designated for the occupiers of development;
- not issue on-street parking permits; and
- use a condition / legal agreement to ensure that future occupants are aware they are not entitled to on-street parking permits.

The Royal Borough will also strongly encourage contributions to car clubs and pool car schemes in place of private parking in new developments across Royal Greenwich and seek the provision of electric charging points as part of any car parking provision, following the minimum standards set out in the London Plan.

Developments must meet, as a minimum, the standards for cycle parking as set out in the London Plan.

### Support

**4.8.41** For the Royal Borough's strategic approach to parking, please see Policy IM4.

**4.8.42** The London Plan provides detailed parking standards, and these include:

- maximum parking standards for general car parking provision, to encourage people to consider all alternatives to private car travel;
- minimum cycle parking standards, to encourage people to meet their travel needs by cycling;
- minimum parking standards for people with disabilities to meet their needs; and

- minimum standards for servicing, taxi and coach activity, to provide an alternative to on-street provision.

**4.8.43** The maximum car parking standards for residential developments set out in Policy IM4 are below the London Plan standards, to reflect the existing pressure on parking in Royal Greenwich. In residential areas where on street parking is already under pressure, a lower provision than this may be inappropriate. Where parking is provided with residential conversions, it should not necessitate the complete loss of front gardens as these are an important street amenity.

**4.8.44** The maximum car parking standards for employment generating uses are intended to limit the potential for commuting by private car (other than by disabled people). A workplace's operational needs are only considered to include journeys to work if travel is at times when public transport services are severely limited or if employees need continuous access to a car for work purposes whether or not they are at the workplace.

**4.8.45** Facilities and buildings should be safely accessible to all, and appropriate provision must be provided for servicing requirements and drop-offs, so as to avoid obstructions and ensure safety on the road network. Adequate space for turning, loading and unloading is necessary to serve developments properly while at the same time minimising intrusion into the street scene and potentially hazardous movements onto the public highway. This includes residential developments where there are likely to be regular delivery vehicles. Provision for emergency service access must also be made.

**4.8.46** The Royal Borough will expect new developments in the most accessible parts of Royal Greenwich that lie within Controlled Parking Zones to be car free, and developments in areas of high on-street parking stress to be car-capped. Car-capped developments have a limited amount of on-site car parking, but no access to on-street parking permits for residents or their visitors, in order to avoid any impact on on-street parking. Areas of high on-street parking stress are defined as those that are already within a Controlled Parking Zone but where there is known to be limited further parking capacity, where the provision of additional on-street parking would be harmful to parking conditions. To implement car-capped development, the Royal Borough needs to remove entitlements for parking permits from future occupiers and the provision of permits for their visitors. The level of on-site provision must still meet the minimum car and cycle parking standards in the London Plan, and may, where required, include on-site space for people with disabilities, car clubs, servicing, coach and taxi activity. There should be no specific provision for visitor parking.

**4.8.47** The Royal Borough accepts the need for a flexible approach to some aspects of the maximum parking standards, for example where the nature of the street frontages preclude access to on-site car parking, and may consider the potential for designating disabled parking bays on-street. Additionally, there may need to be some flexibility where there is a need for additional public parking in town centre locations.

**4.8.48** Car clubs and pool cars offer the benefit of removing the need for car ownership for many households and discourage the use of the car for journeys, including commuting and business trips that could be made by more sustainable modes, thus reducing the use of

cars, the need for car parking spaces and air pollution caused by cars. The Royal Borough will support contributions to car clubs and pool cars from developments and the provision of free membership of these where possible. The Royal Borough will also strongly encourage developers to provide or contribute towards car club or pool car spaces as an alternative private parking. Provision of new spaces within developments will be encouraged in locations where they can be made available to car-club members.

**4.8.49** The Royal Borough will encourage the provision of electric vehicle charging spaces in new developments, including for electric pool cars or electric car-club cars, in order to help reduce air pollution (see also policy E(c)). For general car parking, such spaces should be provided within the maximum parking standards set out in the London Plan. Policies E5 and IM3 promote the use of low emission vehicles and low emissions strategies.

**4.8.50** All developments will be expected to meet, as a minimum, the cycle parking standards, as set out in the London Plan. The provision of cycle parking in new developments encourages a healthy and more sustainable alternative to the use of the private car. Cycle parking provision should be provided with convenient access to street level and must be secure and easy for everyone to use. Cycle parking for residents and employees cannot usually be met off-site due to the security and shelter necessary for long stays. Where applicants demonstrate that cycling provision according to these standards is not feasible on a development site, the Royal Borough will seek a contribution to off-site provision in lieu of provision within the site.

### Policy IM(d) London City Airport

All applications for permission to develop sites within the outer safeguarding boundary, as shown on the safeguarding map for London City airport, will be determined having regard to the advice received from the Civil Aviation Authority.

#### Support

**4.8.51** Although London City Airport lies on the north side of the river, it still has an important impact on those parts of Royal Greenwich which are located near it. For reasons of public safety and environmental protection, the development of land in the vicinity of London City airport may be limited and applications for permission for certain types of development should be referred to the airport's safeguarding consultee, as required by Circular 01/2003 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002.

**4.8.52** The CAA has published a map that indicates the outer safeguarding boundary for the airport, Figure 8, also shown below, and the type of development, in terms of building height, that must be referred to them. For pre-application advice on building heights and other safeguarding matters, applicants are advised to contact London City Airport's safeguarding consultee on 0207 6460200.