

Policy 30

Parking

The Council will normally require off-street parking spaces to be provided in new residential development in accordance with Table 1 set out below:

Table 1: Residential Parking Standards

Bromley Residential Parking Standards (per unit)

PTAL	1-2 bed	3 bed	4 bed
0-2*	Minimum of 1	Minimum of 1.5	Minimum of 2
2*-6a	0.7 (min) - 1 (max)	1 (min) - 1.5 (max)	1.5 (min) - 2 (max)

Parking for all other types of development is to be provided at levels set out in London Plan (LP) Table 6.2.

In addition to the above, developments must:

- a** provide designated blue badge parking as per LP Table 6.2;
- b** meet minimum cycle parking standards as per LP Table 6.3;
- c** ensure 1 in 5 spaces have provision (both active and passive) for electric vehicle charge points; and
- d** make provision for a car club, if above the minimum Transport for London (TfL) threshold.

Where parking pressures are identified at and around key public transport interchanges, new parking proposals will be supported on the basis that they do not undermine policies to encourage walking, cycling and public transport use.

For development where servicing problems may arise, the Council will normally require off-street/rear servicing facilities.

Supporting Text

4.0.5 Bromley has one of the highest car ownership levels in London (1.2 per household, Census 2011) and an average public transport accessibility level (PTAL) score of 2.7 (Transport for London, 2010), and parking standards in Table 1 reflect these local circumstances. Minimum levels of parking for residential development are required in order to ensure new developments do not generate additional intrusive or obstructive on-street parking as a result of inadequate on-site provision.

4 Getting Around (Transport and Accessibility)

4.0.6 The 'Bromley standards' in Table 1 are in line with the London Plan (paragraphs 6.42i-k) which allows Outer London boroughs greater parking provision in new residential developments in areas which have Public Transport Accessibility Levels (PTALs) of 0 – 1 and parts of 2*, subject to the particular characteristics of the development and the actual level of public transport accessibility and provision.

4.0.7 These standards reflect the factors in the National Planning Policy Framework (NPPF) which encourage local planning authorities to develop their own standards taking into account:

- the accessibility of the development by cycling and on foot;
- the type, mix, and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

4.0.8 The use of the minimum standards in Table 1 uses the flexibility provided by the London Plan to ensure that, as far as possible, parking at new developments is sufficient.

4.0.9 For reference **Appendix 10.5** sets out the published London Plan residential parking standards.

Public Transport Accessibility Levels (PTALs)

