

## Car and cycle parking in new development

### Strategic Objectives and related Croydon Local Plan strategic policies

#### Strategic Objective 8

#### Strategic Objective 9

#### Policy SP8.15

#### Policy SP8.16

#### Policy SP8.17

### Why we need this policy

**10.35** Croydon has strategic objectives to improve accessibility, connectivity, sustainability and ease of movement to, from and within the borough and to ensure the responsible use of land and natural resources and management of waste to mitigate and adapt to climate change.

**10.36** Croydon Local Plan Strategic Policy SP8 sets basic car parking standards by referring to pan-London standards set by the London Plan. These are sufficient for managing the overall provision of car parking in new development. However as some potential users of car parking have particular requirements these need to be covered in a Croydon-specific policy.

**10.37** This policy provides further requirements in terms of the quality of provision and how the parking should be provided.

**10.38** Occupiers of affordable housing also require car parking spaces although on average car ownership is 30-60% less than that of owner occupied homes.

### Policy DM30: Car and cycle parking in new development

To promote sustainable growth in Croydon and reduce the impact of car parking new development must:

- a. Reduce the impact of car parking in any development located in areas of good public transport accessibility<sup>97</sup> or areas of existing on-street parking stress;
- b. Ensure that the movement of pedestrians, cycles, public transport and emergency services is not impeded by the provision of car parking;
- c. Ensure that highway safety is not compromised by the provision of car parking including off street parking where it requires a new dropped kerb on the strategic road network and other key roads identified on the Policies Map;
- d. If the development would result in the loss of existing car parking spaces, demonstrate that there is no need for these car parking spaces by reference to occupancy rates at peak times;
- e. Provide car and cycle parking spaces as set out in Table 10.1;
- f. Ensure that cycle parking is designed so that it is secure and can also be used for parking for mobility scooters and motor cycles; and
- g. Provide car parking for affordable homes at an average rate not less than 2/3 that of other tenures.

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<sup>97</sup> Public Transport Accessibility Level (PTAL) rating of 4 or more

**Table 10.1** Car parking in new development

Development type	On-site car club/Pool car parking spaces	Electric charging points and parking bays	Disabled car parking	Overall number of car parking spaces	Overall number of cycle parking spaces including motor cycles and mobility scooters
<b>Minor Residential</b> <sup>98</sup>	1 space unless otherwise agreed by the Council and car club providers that the site is not suitable for a car club/pool car space	Enable the future provision of electric charging points and parking bays for electric vehicles with 20% of spaces to have an actual charging point	n/a	As per London Plan Table 6.2 with no provision for higher levels of car parking in areas with low Public Transport Accessibility Levels	As per London Plan Table 6.3 with cycle parking in major development to include charging for electric bicycles and mobility scooters
<b>Major Residential</b> <sup>99</sup>	At least 5% of the total number of spaces with a minimum of 1 parking space plus additional spaces at a rate of 1 space for every 20 spaces below the maximum overall number of car parking spaces set out in Table 6.2 of the London Plan	Enable the future provision of electric charging points and parking bays for electric vehicles with half of car club bays to have an actual charging point and the free installation of a charging point to be provided for other spaces should a future occupier require a charging point	10% of visitor parking with a minimum of 1 space plus 1 disabled car parking space for each new dwelling designed to be wheelchair accessible or adaptable with half of bays to have electric vehicle charging		
<b>Minor Non-residential</b> <sup>100</sup>	1 space unless otherwise agreed by the Council and car club providers that the site is not suitable for a car club/pool car space or where the development does not provide any car parking	n/a	As per London Plan Table 6.2	As per London Plan Table 6.2	
<b>Major Non-residential</b> <sup>101</sup>	5% of spaces with a minimum of 2 parking spaces	As per London Plan Table 6.2	As per London Plan Table 6.2		

98 Nine or fewer residential units on a site less than 0.5ha in extent

99 10 or more residential units or a site of more than 0.5ha

100 Less than 1,000m<sup>2</sup> of non-residential floor space on a site less than 0.5ha in extent

101 A site of more than 0.5ha or more than 1,000m<sup>2</sup> of non-residential floor space

## How the policy works

**10.39** The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. In many schemes in areas such as Croydon Opportunity Area and District Centres where there is a minimum Public Transport Accessibility Level<sup>102</sup> rating of 5, the Council will consider developments with a reduced amount of parking. If a reduced amount of car parking is provided then a corresponding proportionate increase in car club or pool car spaces will need to be provided to compensate for the reduction in private car parking. This will need to be at a rate of one car club or pool car space for every twenty private car parking spaces that have not been provided. This is to ensure that reduced overall levels of car parking do not result in increased pressure on street parking, particularly in those areas without Controlled Parking Zones.

**10.40** Growth will take place throughout the urban area of the borough through development that complements and enhances the character of each area. As each area of the borough becomes more sustainable through growth it should encourage greater provision of public transport in areas that currently have a low Public Transport Accessibility Level. Therefore, no allowance is proposed for higher levels of car parking in residential development in these areas.

**10.41** It is recognised that sustainable growth of the suburbs will take place over the whole Plan period and that in the early years the public transport infrastructure necessary to support that growth may not exist in all areas with a low Public Transport Accessibility Level of 0, 1a or 1b. Therefore, in the early years of the Plan, it may therefore be acceptable for an increased provision of private car parking to be provided in developments in areas with a low Public Transport Accessibility Level if justified by a Transport Assessment. The Transport Assessment needs to demonstrate that the public transport provision will not be sufficient to service the development within the first three years following granting of planning permission, that it is not reasonable to walk or cycle to the nearest railway station, and that there is no interest from car clubs in operating from the location at the time planning permission is sought.

**10.42** Car parking in new development can be visually intrusive and reduce the amount of land available for outdoor private amenity space within developments. In areas of good public transport accessibility new developments must reduce the visual impact of car parking. This may include use of underground car parking, reduced provision of car parking spaces within the development or active promotion of alternatives to private car use including car clubs, encouraging use of public transport by residents and enhanced provision of covered and secure cycle parking.

**10.43** Car parking, when integrated into new development, can enhance the street scene. However, car parking can also be a barrier to pedestrians, cycles and emergency services as well as detracting from the character of an area. Therefore, it is important that car parking provision is considered at the outset of a development and fully integrated in the design.

**10.44** Some areas of the borough already have a street parking permit system in operation and existing on-street parking is at a premium. In these locations developments will also need to promote alternatives to private car use, again including car clubs, encouraging use of public transport by residents and enhanced provision of covered and secure cycle parking.

**10.45** Not all existing car parking is needed and sometimes the redevelopment of an existing car park (either public or private) will help to provide much needed homes, social infrastructure and employment. In order to ensure that sufficient car parking is provided in schemes involving the redevelopment of an existing car park, applicants will need to demonstrate that there is no need for any car parking spaces that are proposed to be lost. Need should be demonstrated through occupancy surveys of both the existing car park and other car parks serving the same area and must cover a range of times and dates such that peak operating times are surveyed.

**10.46** It is important that spaces provided for an on-site car club or pool car are used by a provider of these vehicles. The Council will enter a legal agreement with developers of qualifying developments to ensure that the spaces are used for their intended purpose.

<sup>102</sup> Public Transport Accessibility Level – a rating of accessibility provided by Transport for London

**10.47** In circumstances where the car club is not accessible to the wider community, in low density areas or where it is not commercially viable, the Council will expect developers to work with a car club operator to find a suitable site from which a car club would operate. In these circumstances the developer will be expected to fund a Traffic Regulation Order and the lining and signing of an on-street parking bay. This will ensure the parking space will be used by a car club operator and is accessible to both the development and the wider community.

**10.48** Croydon recognises that in many residential developments parking spaces are allocated to particular units and that electric car charging points may not be provided in the correct spaces. Therefore, all spaces in residential developments need to be enabled for future use by electric cars by ensuring the necessary infrastructure with the exception of actual charging points is integrated from the start.

**10.49** Non-residential developments are less likely to have a single assigned parking space per unit. Therefore, electric car parking spaces should be provided in accord with London Plan standards.

**10.50** The Croydon Opportunity Area Planning Framework provides further guidance on provision of car parking within the Croydon Opportunity Area.

### **Key supporting documents**

- Croydon Opportunity Area Planning Framework