

Policy 37: Parking

New developments will be expected to provide car parking in accordance with the council's restraint-based, maximum car parking standards taking into account public transport accessibility levels, existing publicly available parking provision and usage in the vicinity of the site, and the need to deter unnecessary car use while avoiding overspill parking problems.

A proportion of all parking spaces should be provided for parking for disabled people and the charging of electric vehicles. New developments will also be required to provide cycle parking in accordance with the council's cycle parking standards. Details of these standards and how they will be applied are set out in Appendix 11.

In town centres and other accessible locations, applications for developments proposing limited or no parking will be favourably considered, provided the applicant can demonstrate to the council's satisfaction that this will not result in an increase in on-street parking which would adversely affect traffic flow including bus movement, highway safety, residential amenity and the local environment.

Proposals for car-free development should normally:

- (i) be located in a PTAL 5 or 6 area.
- (ii) provide disabled parking and parking for operational / servicing needs.
- (iii) enter into a legal agreement prohibiting residents from obtaining on-street parking permits.
- (iv) be located with a Controlled Parking Zone (CPZ) or contribute to the implementation of a CPZ where one does not currently exist.
- (v) provide evidence that the public transport infrastructure has sufficient capacity to accommodate the increased demand from the development, or make a contribution towards increased capacity.



Advice on Meeting the Policy

P37.3 Any development or land use needs to provide sufficient off-street parking to avoid causing overspill parking on-street while not encouraging unnecessary car use. The Mayor's London Plan sets out a restraint-based parking policy and maximum parking standards for London.

P37.4 The use of maximum parking standards is intended to allow developers to provide car parking up to a specific standard but not to exceed it. The number of spaces allowed is normally lower in those areas most accessible by public transport in order to encourage the use of public transport and other forms of sustainable transport. Hence, they are considered to be restraint-based parking standards.

P37.5 In response to government policy changes introduced in the NPPF, the Mayor has published revisions to the London Plan on parking, which allow councils the scope to increase certain residential and office standards to reflect lower public transport accessibility in outer London. The council's standards both incorporate that flexibility and allow parking provision to reflect local circumstances. Parking standards in relation to office development in town centres and employment uses in Strategic Industrial Locations will therefore be applied flexibly on a case by case basis. Residential developments in less accessible areas (PTAL 0 and 1) will normally be expected to be provided in full (as a minimum) and this approach may be similarly applied, on a case by case basis, in PTAL 2 areas where the council considers it to be appropriate given local circumstances. These circumstances might include local car ownership levels, the potential impact of overspill car parking in terms of congestion, safety and amenity as well as the availability of public transport.