

## 18.8 Parking management

**18.8.1** In the London Plan the Mayor expects to see an appropriate balance struck between promoting new development and preventing excessive car parking provision that can undermine the use of other modes. The London Plan recognises that London is a diverse city that requires a flexible approach to identifying the appropriate levels of car parking. Generally minimum levels of car parking are advocated and Table 6.2 in the London Plan sets out the Mayor's parking standards which must not be exceeded and which will apply to the borough.

**18.8.2** Our approach to parking provision accepts the need for restraint, but intends to apply it with sensitivity to local circumstances. While all non-residential development should comply with the parking standards set out in the London Plan in deciding on residential parking requirements, we will continue to apply the standards set out in the adopted Unitary Development Plan 2006. This provides flexibility to consider the accessibility of individual locations, based on:

- The level of public transport accessibility (PTAL);
- Parking stress including the level of on-street parking control;
- The population density and parking ownership of surrounding areas;
- The location (i.e. is it in a town centre);
- Ease of access by cycling and walking; and
- Other relevant planning or highways considerations, such as to whether the proposal is a conversion of an existing use.

**18.8.3** Appropriate parking for disabled people should always be provided for all development and provision should also be made for motorcycle parking. The parking requirements for the emergency services which have particular operational needs will need to be assessed on an individual basis. Uses which don't have parking standards set out in the London Plan will be required to be assessed by the developer as part of the Transport Assessment.

**18.8.4** Some developments may have difficulty meeting parking requirements, particularly in town centres. In these situations the council will show flexibility in the assessment of parking requirements and where necessary in Controlled Parking Zones (CPZ) the council will restrict the occupiers from obtaining car parking permits through a legal agreement. This will help reduce parking congestion in town centres for other users.

**18.8.5** Development proposals will need to demonstrate through a parking survey that sufficient on-street capacity is available to justify limited or no on-site parking. A legal agreement will be required to restrict future occupiers from obtaining on-street parking permits in a CPZ where there is insufficient parking capacity on-street. Also where development proposals are on the edge of a CPZ the streets in close proximity but outside the CPZ will need to be included in the survey to ensure parking stress is not increased in the surrounding area not covered by the CPZ. The scope of the parking surveys must be agreed in advance with the council.

**18.8.6** Parking for bicycles and electric vehicle charging points will generally be provided in accordance with the London Plan for all new development or as agreed in a Travel Plan. Major residential, high density developments will provide secure on-site spaces for each unit. Mixed use town centre development will provide secure off-street space where possible as part of the development and on-street spaces as part of public realm improvements. Showering and changing facilities for cyclists should be provided as part of all non-residential development.

**18.8.7** Parking standards for Brent Cross – Cricklewood will be treated differently from those set out in Policy DM17 (see saved suite of policies on Brent Cross – Cricklewood in the Core Strategy).

### Policy DM17: Travel impact and parking standards

#### a: Road safety

The council will ensure that the safety of all road users is taken into account when considering development proposals, and will refuse proposals that unacceptably increase conflicting movements on the road network or increase the risk to vulnerable users.

#### b: Road hierarchy

The council will seek to ensure that roads within the borough are used appropriately according to their status in the defined road hierarchy. In taking into account the function of adjacent roads the council may refuse development proposals which would result in inappropriate road use, or adversely affect the operation of roads in an area.

#### c: Development, location and accessibility

The council will expect major development proposals with the potential for significant trip generation to be in locations which are, or will be made, highly accessible by a range of transport modes.

## Policy DM17: Travel impact and parking standards continued

### **d: Transport assessment**

In considering planning applications for new development, the council will require developers to submit a full Transport Assessment (as defined by Department for Transport threshold) where the proposed development is anticipated to have significant transport implications in order to ensure that these impacts are considered. This assessment should include an analysis of accessibility by all modes of transport.

### **e: Travel planning**

For significant trip generating developments, (defined by Transport for London thresholds), the council will require the occupier to develop, implement and maintain a satisfactory Travel Plan (or plans) to minimise increases in road traffic and meet mode split targets. In order to ensure that they are delivering this the travel plan will need to contain measurable outputs so that they can be monitored.

### **f: Local infrastructure needs**

- i.** Developments should be located and designed to make the use of public transport more attractive for all users by providing improved access to existing facilities, and if necessary the development of new routes and services, including improved and fully accessible interchange facilities.
- ii.** The council will expect development to provide safe and suitable access arrangements for all road users to new developments. Where improvements or changes to the road network are necessary by virtue of an approved development, the council will secure a Legal Agreement from the developer.
- iii.** The council will require appropriate measures to control vehicle movements, servicing and delivery arrangements. Where appropriate the council will require Construction Management and/or Delivery and Servicing Plans.

- iv.** Where appropriate, development will be required to improve cycle and pedestrian facilities in the local catchment area by providing facilities on site and/or funding improvements off site.

### **g: Parking management**

- 1.** The council will expect development to provide parking in accordance with the London Plan standards, except in the case of residential development, where the maximum standards will be:
  - i.** 2 to 1.5 spaces per unit for detached and semi detached houses and flats (4 or more bedrooms);
  - ii.** 1.5 to 1 spaces per unit for terraced houses and flats (2 to 3 bedrooms); and
  - iii.** 1 to less than 1 space per unit for development consisting mainly of flats (1 bedroom).
- 2.** Residential development may be acceptable:
  - i.** with limited or no parking outside a Controlled Parking Zone (CPZ) but only where it can be demonstrated through a survey that there is sufficient on street parking capacity.
  - ii.** with limited or no parking within a CPZ, where it can be demonstrated that there is insufficient capacity on street the applicant will be required to enter into a legal agreement to restrict future occupiers from obtaining on street parking permits. For proposals in close proximity to the edge of a CPZ a survey will also be required to demonstrate that there is sufficient on street parking capacity on streets outside the CPZ.

### **Useful References**

- Guidance on Transport Assessment, Department of Transport, 2007
- Infrastructure Delivery Plan
- London Plan, 2011
- Mayor's Transport Strategy, 2010
- National Planning Policy Framework
- Travel Planning for New Development in London incorporating Deliveries and Servicing, TfL, 2011