

10.2 Parking provision and design

Policy 24

Parking provision and design

~~The Council will require all development to provide sufficient parking provision in accordance with the maximum parking standards in the London Plan.~~

In areas of the borough that have low public transport accessibility levels (PTAL 0-2), the minimum residential parking standards set out in Table 5 will apply:

In the most accessible parts of the borough (where a standard in the London Plan of up to 1 space per unit applies) the Council will expect a minimum of 0.5 parking spaces per unit.

Table 5 – Residential Parking Standards

PTAL	Parking Provision
0-2	See Table 5a (below)
3-4	London Plan standards
5-6	Minimum standard of 0.5 spaces per unit

Table 5a) Minimum Parking Standards – PTAL 0-2*

1 Bedroom	2 bedrooms	3 bedrooms	4+ bedrooms
Less than 1 parking space per unit	Less than 1 parking space per unit	Up to 1.5 spaces per unit	Up to 2 spaces per unit

*Areas of PTAL 2 where minimum standards set out in table 5 will be applied are specifically parts of the borough that are PTAL 2 and are 800 metres or more away from rail stations. The London Plan parking standards will apply to all other parts of the borough that are PTAL 2.

In all areas, **subject to the standards set out in Tables 5 and 5a being met**, the Council will support proposals that:

- i. Consider the location and layout of parking provision at the earliest stage and as an integral part of the design process;
- ii. Locate parking close to people's homes and in areas with natural surveillance;
- iii. Provide intensive and durable planting in regular intervals that visually screens the continuity of car parking to the front of dwellings and provides a green street scene; and
- iv. Include car club membership **open to all** and provide **on site** car club parking spaces.

Where a development proposal would result in a net loss of car parking spaces the applicant will be required to demonstrate robustly that there is no need for these spaces. Planning conditions and legal agreements may be used to restrict eligibility for on-street residential and commercial parking permits, irrespective of the amount of parking spaces provided off street as part of the development.

Parking provision in new shopping and leisure developments should serve the area or centre as a whole. ~~It and~~ **should** not be reserved solely for use in connection with the development proposed and **be** provided as short stay parking.

Disabled parking and cycle parking should be located closest to town centres and the entrance ~~to of~~ the facilities and should include provision for long and short stay use.

The Council will support development proposals that provide adequate off street servicing arrangements for commercial vehicles and general servicing.

10.2.1 Car parking for development should aim to strike an appropriate balance between meeting the essential parking needs of the site whilst neither acting as a discouragement to using public transport nor adding to demand for on-street parking. Discussion of the appropriate balance should form a key part of Transport Assessments. Travel Plans should be developed to minimise the need for car-based access. Developments should seek to provide the minimum realistic amount of car parking for the scheme without undue risk of overspill parking onto surrounding streets. The allocation of car parking should consider the needs of disabled people, both in terms of quantity and location.

10.2.2 Developments will be supported that comply with the London Plan parking standards for all other forms of parking including for cycles, motor-cycles, cars for disabled people, electric vehicle charging points and coaches;

10.2.3 The Council's approach to off-street car parking standards is to ensure that parking is not over-provided at destinations served by good public transport (maximum levels of provision), but to recognise and respect the decision many residents make to continue to own a car and ensure that adequate levels of off-street parking are provided in new residential development in areas with lower levels of accessibility to public transport. **The Council considers this is justified and appropriate in Havering because the borough is not well provided with public transport services for some journeys and there are no practical alternatives to making journeys by car.**

10.2.4 The London Plan Parking Standards clearly outline the need for more sustainable travel. The parking standards for outer London boroughs allow for additional parking in comparison to central London boroughs. This is determined by the access to public transport, as identified by the TfL's Public Transport Accessibility Levels (PTAL).

~~**10.2.5** The Council's Residential Car Parking Standards Report (2017) draws together a range of evidence to help inform the car parking standards for Havering. The report demonstrates that a significant proportion of the borough has a PTAL of 0-2 reflecting the lack access to rail or underground stations. Havering also has one of the highest levels of car ownership which is above the average for Outer London boroughs. Unsurprisingly, the highest levels of car ownership per household are in the areas with the poorest public transport accessibility. In accordance with the London Plan the Council considers it appropriate to set minimum car parking~~

~~standards for those areas with the lowest levels of public transport accessibility (see Table 4 below). Table 5a sets out minimum parking standards for PTAL's 0-1 together with areas which are PTAL 2 and are 800m+ away from rail stations. Applying minimum standards to some parts of the borough that are PTAL 2 recognises that the London Plan provides outer London boroughs with the opportunity to apply a more flexible approach to parking standards in these areas. A lower standard may be appropriate for sites with a PTAL of 2 within the Romford Strategic Development Area where this can be justified on a case by case basis.~~

Table 5 Minimum Parking Standards – PTAL 0-2

1 bedroom	2 bedrooms	3 bedrooms+
1 parking space per unit	1.5 parking spaces per unit	2 parking spaces per unit

10.2.6 Some areas of the borough (such as central Romford and Upminster) have good or very good access to public transport. In areas well served by public transport and therefore with high PTAL levels, the Council has an obligation under the London Plan to reduce private car use and provide fewer parking spaces in comparison to other parts of the borough. The Residential Car Parking Standards Report (2017) found that in Havering, even areas with high PTALs can have higher car ownership levels than the outer London average.

10.2.7 The report also concluded that areas in Havering with higher PTAL scores, which generally lie on the main rail routes, have achieved those scores largely due to the ease of access to and from London rather than because of good local public transport provision in the borough. Driver trips are predominantly locally focused and without the availability of alternative options there is a demand to own and use cars. A key priority is therefore to increase public transport connections and sustainable travel options as detailed in Policy 23. A balance also needs to be struck between the provision of residential parking spaces and wider objectives such as reducing congestion and improving air quality and the use of parking controls to protect the amenity of existing residents. The Council consider it appropriate to set a minimum requirement of 0.5 spaces per unit in areas that would be captured by the London Plan policy as having a standard of less than 1 space per unit.

10.2.8 Car clubs and pool car schemes are becoming increasingly popular as a means of reducing the need for people to own a car, particularly in areas of good public transport accessibility where there may only be occasional need to use a car. The Council will expect the inclusion of a publicly accessible car club scheme where the scale of development would support the provision of such a scheme.

10.2.9 The London Plan has also set out a requirement for electric vehicle charging point parking spaces to be included within a development. Therefore, developments will need to include the minimum required electric vehicle parking spaces as required at the time of the application.

10.2.10 The Council will expect parking provision to be provided on site, but it is recognised that this may not always be sufficient. In situations where in-curtilage parking is required, it should be located close to the home to avoid inconvenience and increase natural surveillance. Large, isolated car parks should be avoided. Whilst parking will be provided within private areas, it should be recognised that people will wish to park where they consider convenient and this is often on the existing or proposed street. This should be taken into consideration, and parking designed to be convenient for residents so that streets are not dominated by cars.

10.2.11 The design and layout of new residential development should take account of the needs of people wishing to cycle through the provision of safe, accessible and secure cycle parking. Developers should aim to make cycle storage as convenient as access to car parking to encourage cycling as a sustainable mode of transport. New flatted development should provide some space either inside the building in a cycle store-room or provide a separate, secure and accessible bike shed within the overall development.

10.2.12 To reinforce the need for sufficient off-street parking provision and to encourage occupiers to use the available on-site parking, restrictions to eligibility for on-street parking permits can apply to existing and any future parking restrictions.

10.2.13 The Council will use informative and legal agreements to ensure that future occupants are aware they are not entitled to apply for on-street parking permits.