



Avon Street Car Park in Bath is due to be replaced with mixed-used development

Parking policies for Local Plans & Local Transport Plans

Alice Roberts, CPRE London, April 2025



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Note

- Read this in conjunction with our publication: ***Parking policies to eliminate urban sprawl and revive buses***
- ... which can be found on our page with other related resources here:

<https://www.cprelondon.org.uk/news/car-parking-local-plans/>

Parking: a negative feedback loop

- Parking enables car trips
- Reduces demand for public transport
- Bus service reliability and attractiveness falls due to rising traffic
- Bus services are cut
- More car trips
- More town centre car parks
- Out-of-town housing development with e.g. 2 cars per household provided
- Out of town shopping; more car parking
- Town centre decline...



<https://www.wsfpc.co.uk/news/protesters-boost-somerset-bus-partnership-campaign-against-cutting-no-28-and-25-buses-665469>

In this presentation



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- (1) Urban sprawl: the current pattern of development
- (2) The alternative: compact towns & cities (& 'gentle density')
- (3A) Why parking matters – public transport
- (3B) Why parking matters – it's not just public transport that suffers
- (4) Policies and politics
- (5) Examples of car parks used for housing or mixed-use development
- (6) Examples of 'low car' parking standards for new development



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PART 1:

Urban sprawl: the current pattern of development

Parking is at the heart of urban land-use planning: if you plan for cars, you get cars

Compact cities (some with Green Belt)

Higher density

Fewer than 30 cars per 100 households

Low carbon

Public transport financially viable

Active (healthy) lifestyles

ZERO CAR-PARKING DEVELOPMENT

Urban Sprawl

Lower density

Over 100 cars per 100 households

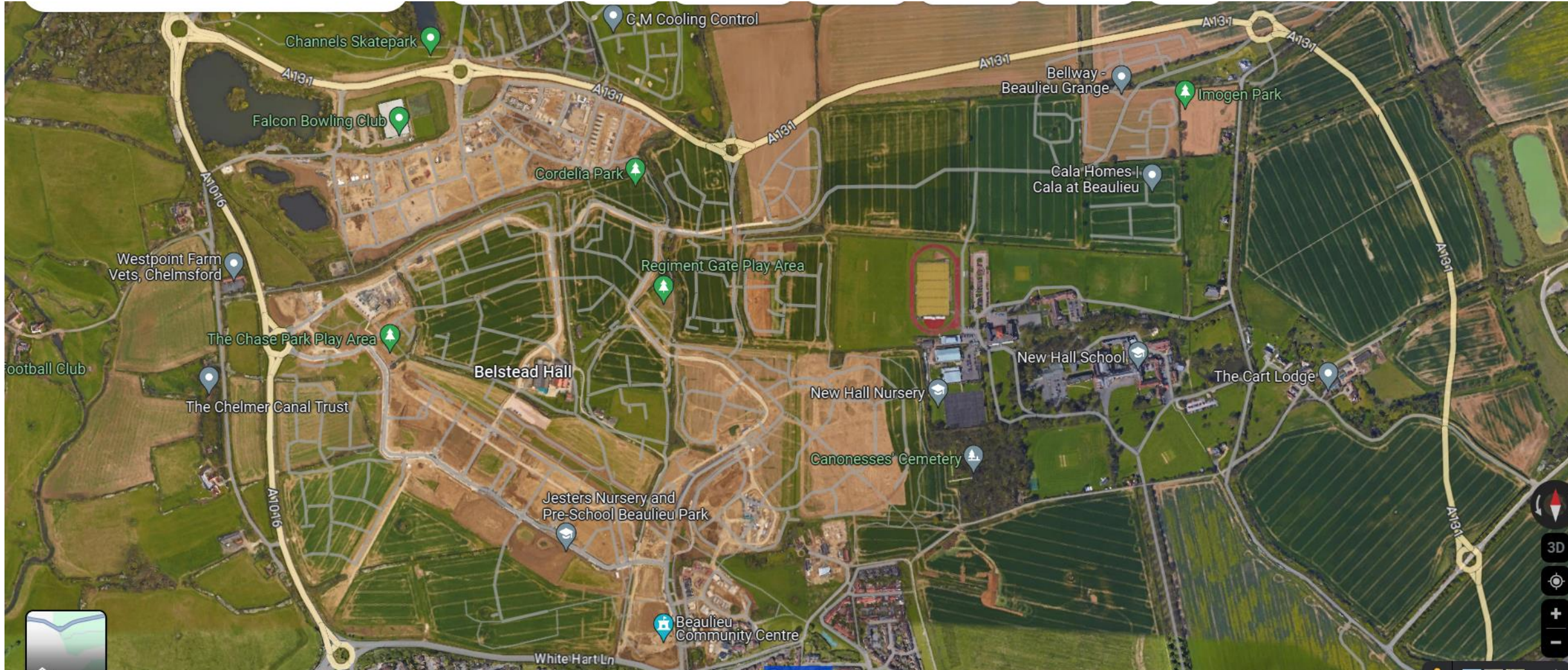
High carbon

Car dependent

Inactive (unhealthy) lifestyles

2 PARKING SPACES PER HOME

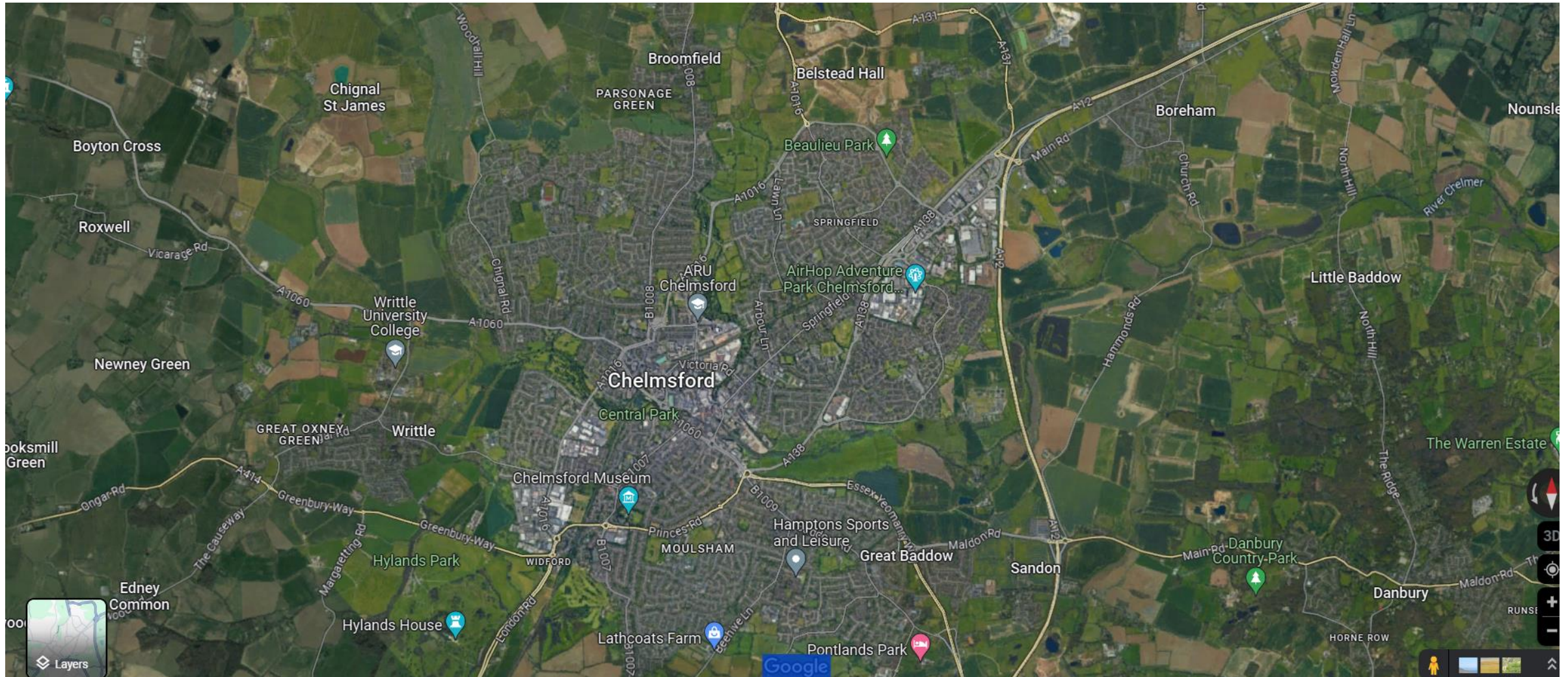
Ubiquitous pattern of development = loss of productive land for low-density, car-dependent development



... to lock-in a high-carbon, car-dependent future.



Chelmsford: should be easy to walk / cycle / bus



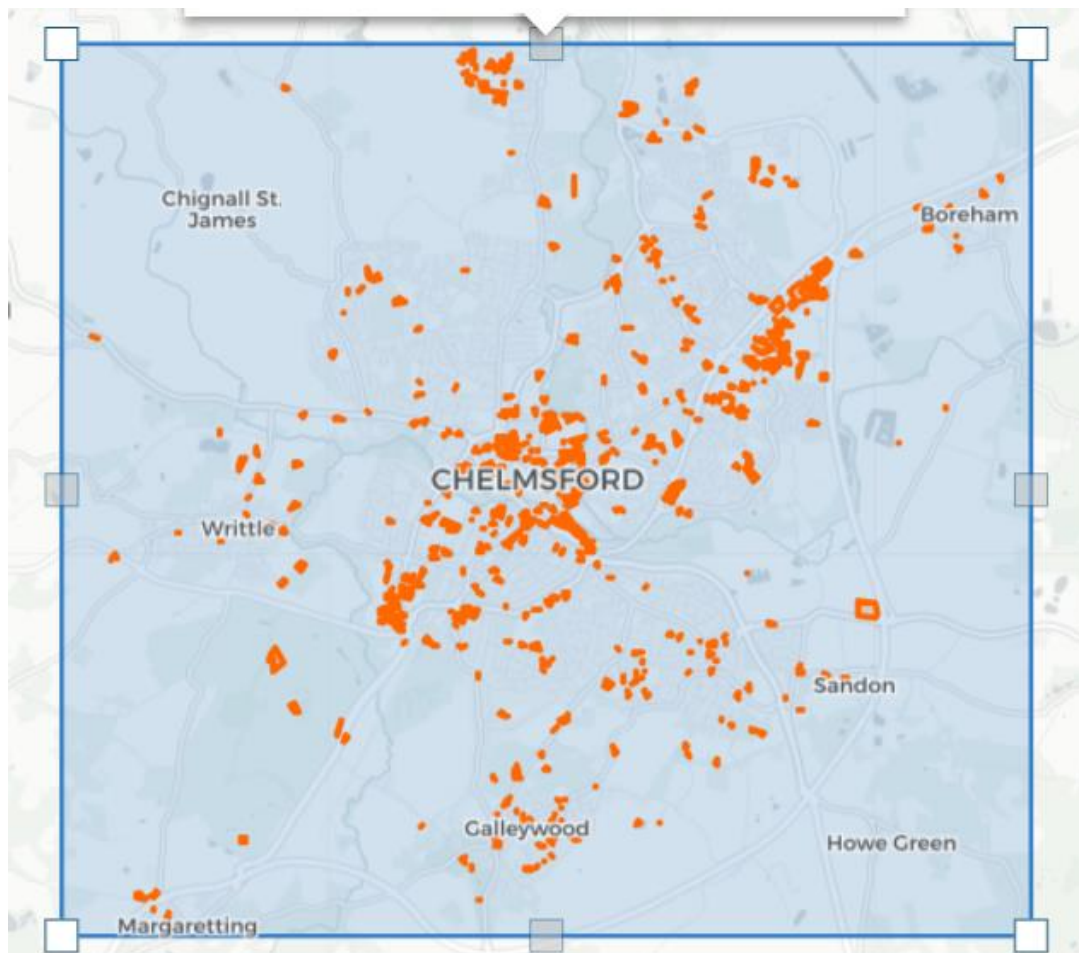
Countryside lost / urban sprawl introduced...
despite available brownfield / under-utilised space



Chelmsford car parks



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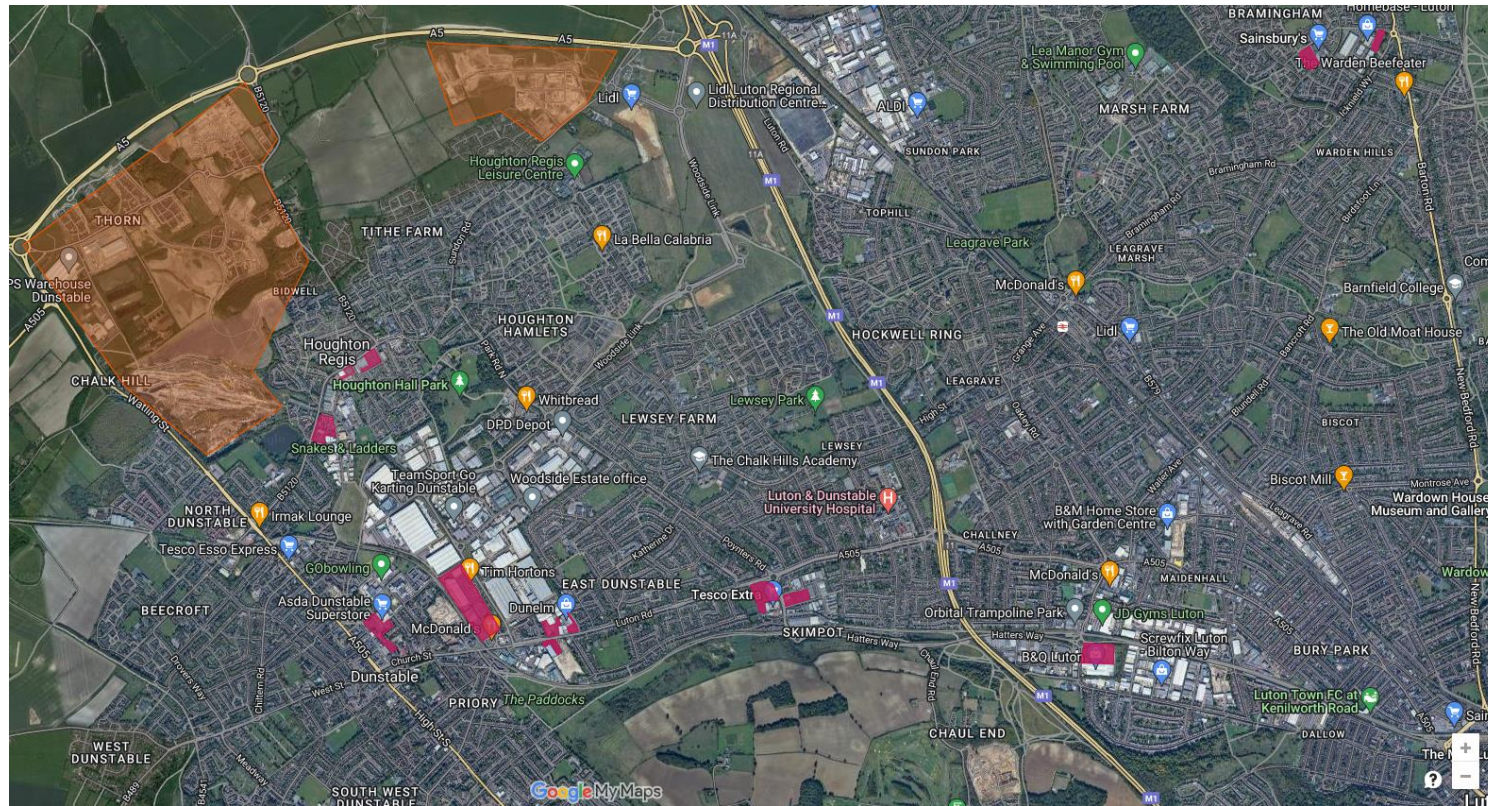
Identified by the [Parkulator tool](#)

0.81% of this area (86.05 hectares) is occupied by car parks. On this we could build roughly:
8,600 homes at London density;
25,800 homes at Paris density;
43,000 homes at Barcelona density;
130 parks like Park Square, Leeds.
This area could generate as much as **43MW** (equivalent to 12,800 homes) from solar power[†].

NOTE : 'London density' is assumed here to be 100 dwellings per hectare.

ANOTHER EXAMPLE: Perpetuating ‘unsustainable patterns of development’

Houghton Regis – the new ‘urban fringe’ development (shown in orange) is 30 to 40 dwellings per hectare, too low-density to sustain public transport. New roads are being built. At the same time there are several surface car parks (shown in pink) which are clearly ‘underutilised land’ and which, according to the National Planning Policy framework, should be developed before greenfield sites.



NPPF Paragraph 141

Before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, the strategic policy-making authority should be able to demonstrate that it has examined fully all other reasonable options for meeting its identified need for development. This will be assessed through the examination of its strategic policies, which will take into account ... whether the strategy:

- a) makes as much use as possible of suitable brownfield sites and **underutilised land** [our emphasis]

←

Thorn Rd

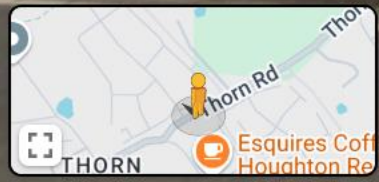
Houghton Regis, England

 Google Street View

Apr 2009

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Google

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Thorn Rd

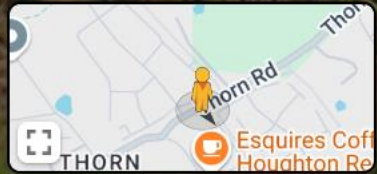
Houghton Regis, England

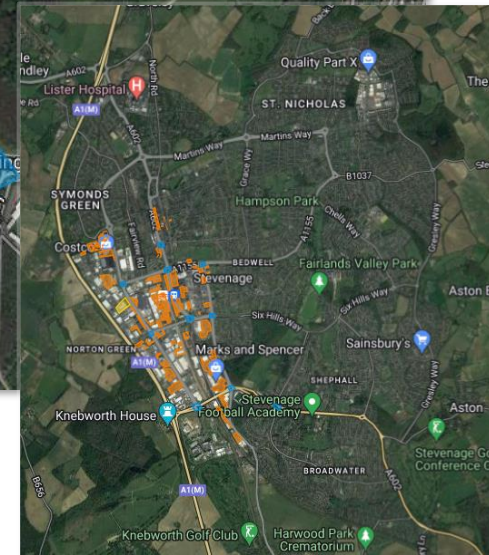
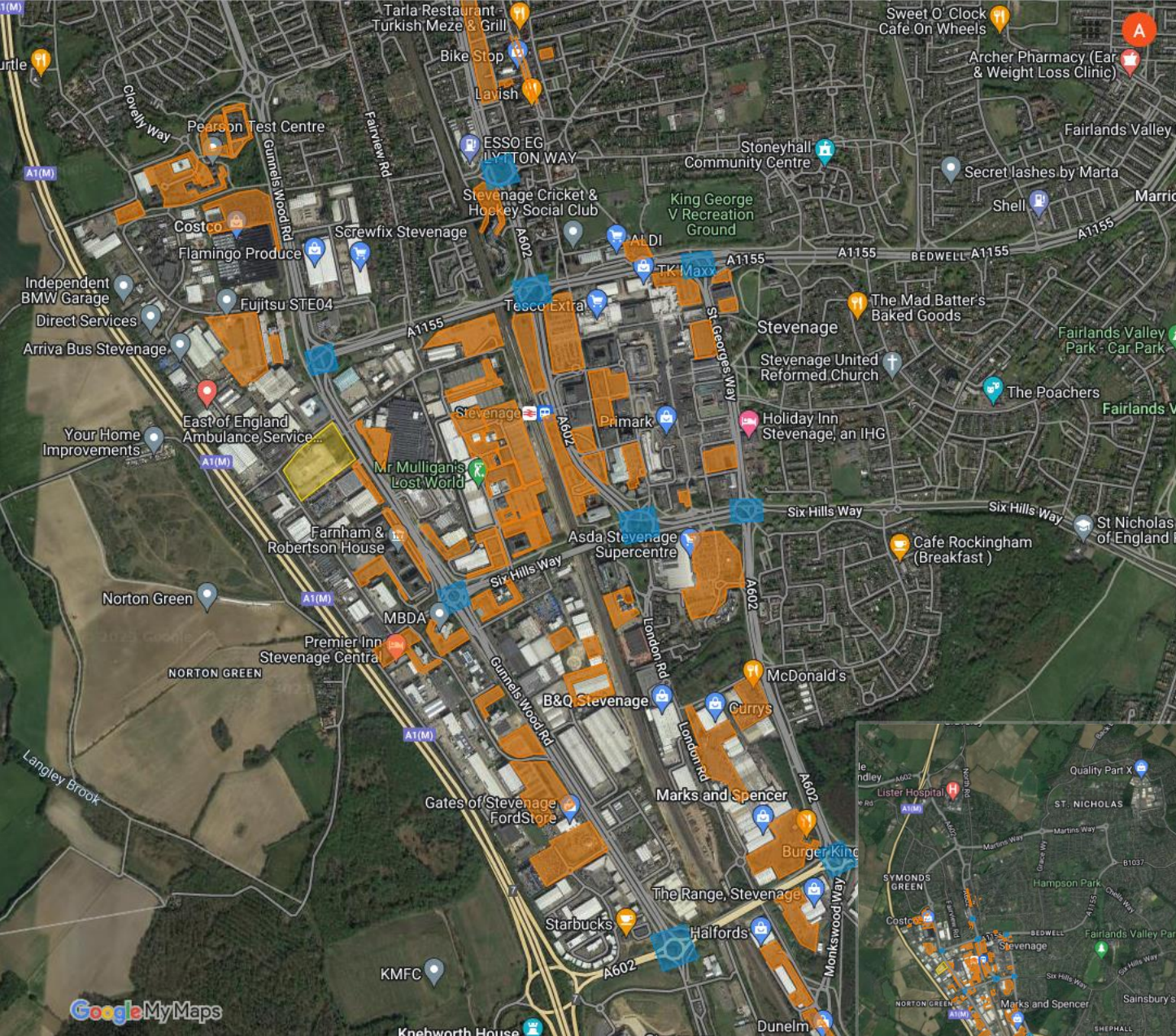
 Google Street View

Apr 2009

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Stevenage's surface car parks (orange) and roundabouts (blue)

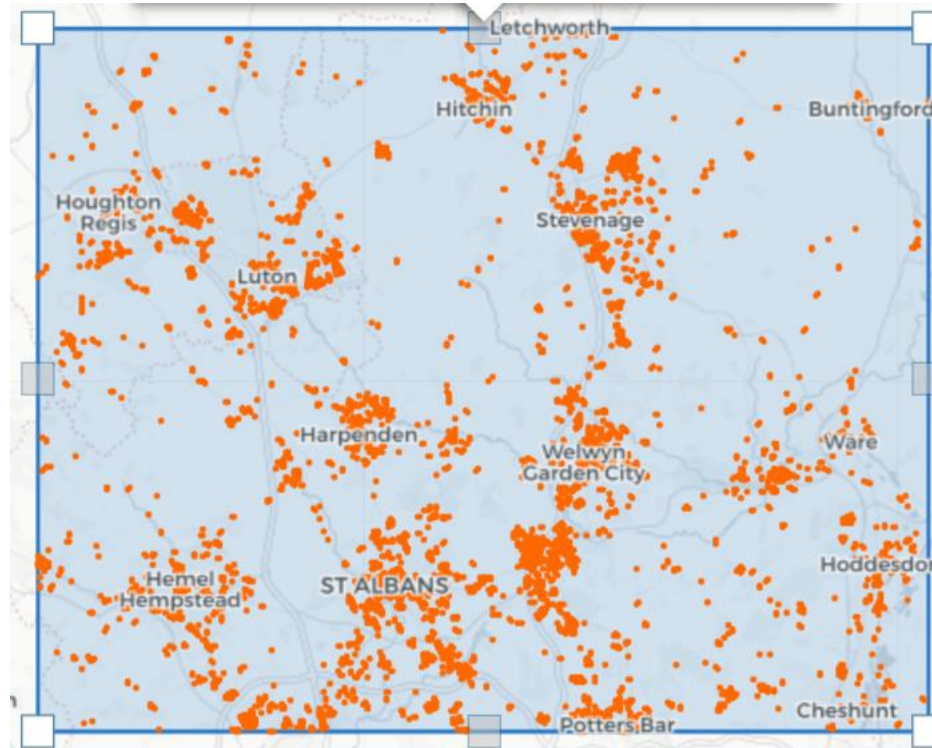
The town was built with cycle infrastructure and it takes 15 minutes to cycle from the centre to the outer edge. But active travel is discouraged by overprovision of parking. These spaces should accommodate car-free or car-lite housing or mixed-use development instead.



Image: Roads Were Not Built For Cars | Where driving is easy, Brits drive

Can you identify alternative locations for development to present to the council at consultation and then the Inspector at Examination in Public?

Check out the [Parkulator tool](#). It identifies car parks. You can then consider whether these might be appropriate for housing development.



Houghton Regis can be seen at the top left of this image which shows all the car parks in area.

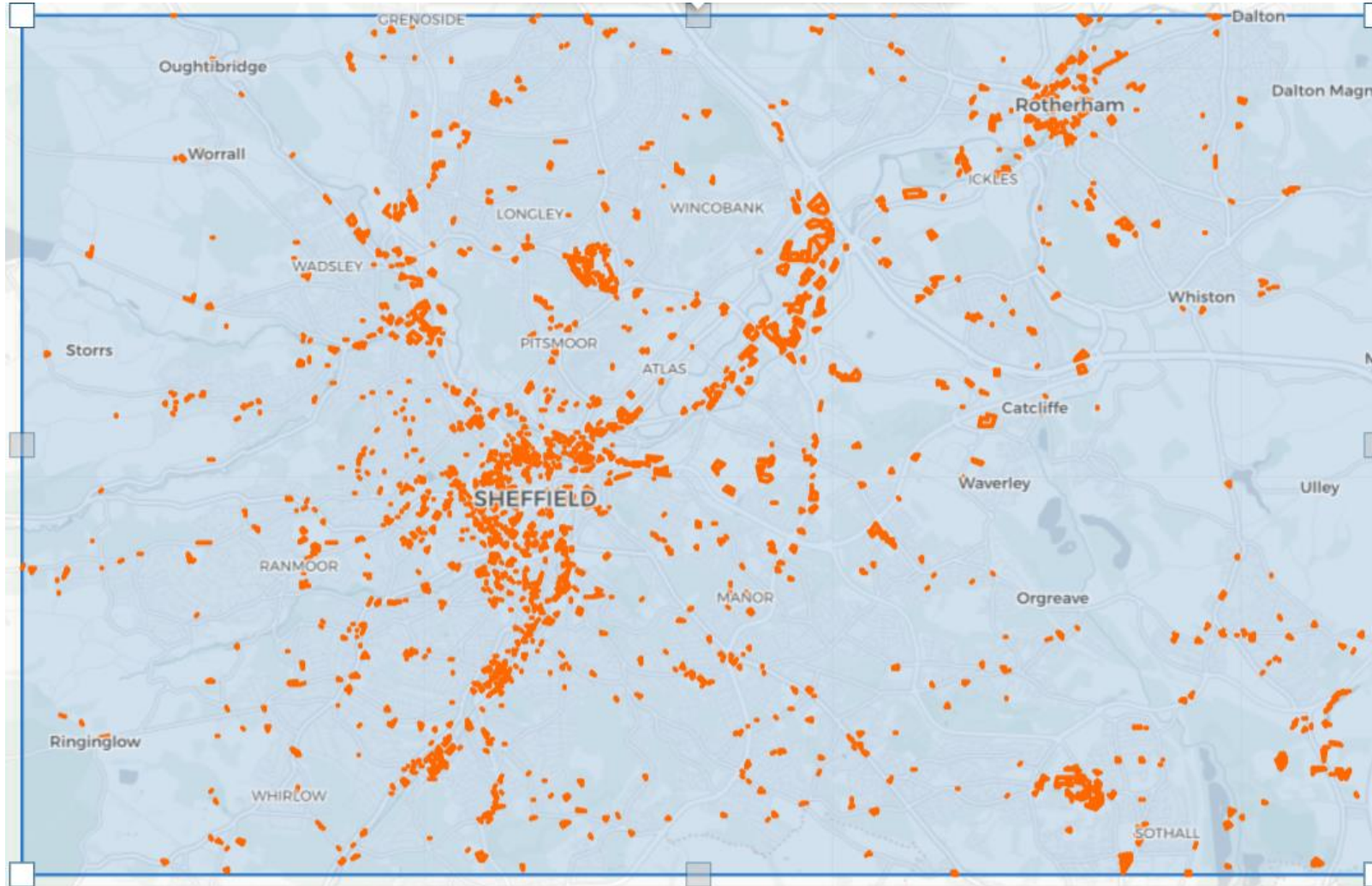
0.41% of this area (529.32 hectares) is occupied by car parks. On this we could build roughly:
52,900 homes at London density;
158,700 homes at Paris density;
264,600 homes at Barcelona density;
810 parks like Park Square, Leeds.
This area could generate as much as **262MW** (equivalent to 78,500 homes) from solar power[†].

NOTE *See slides below re: 'London density' which is assumed here to be 100 dwellings per hectare.

Parkulator e.g. Sheffield



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1.06% of this area (250.37 hectares) is occupied by car parks. On this we could build roughly:
25,000 homes at London density;
75,100 homes at Paris density;
125,100 homes at Barcelona density;
380 parks like Park Square, Leeds.
This area could generate as much as **124MW** (equivalent to 37,100 homes) from solar power[†].

Note – this website assumes ‘London density’ is 100 dwellings per hectare



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Car parks: a missed opportunity?

- Knight Frank's 2020 study identified
- 103,000 public and private surface car parks across the country
- Land area of 20,000 hectares
- ... of which 7,555 hectares are owned by the public sector
- They estimated this could yield 2.1 million homes
- Car parking is often not even well-used
- CPRE branches are putting forward proposals for under-used car parks to be developed for housing, with limited success

<https://www.knightfrank.com/research/article/2020-07-15-government-owned-car-parks-could-hold-the-key-to-110000-new-homes>

“We need cars”



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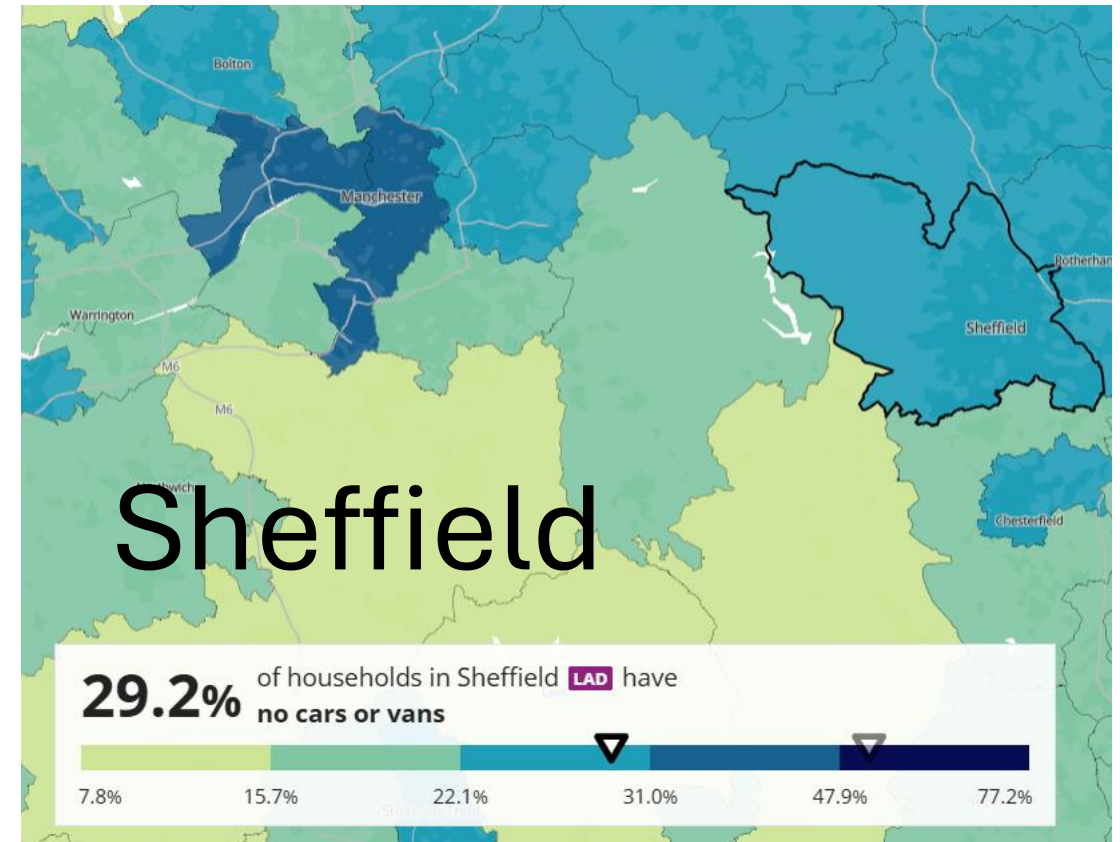
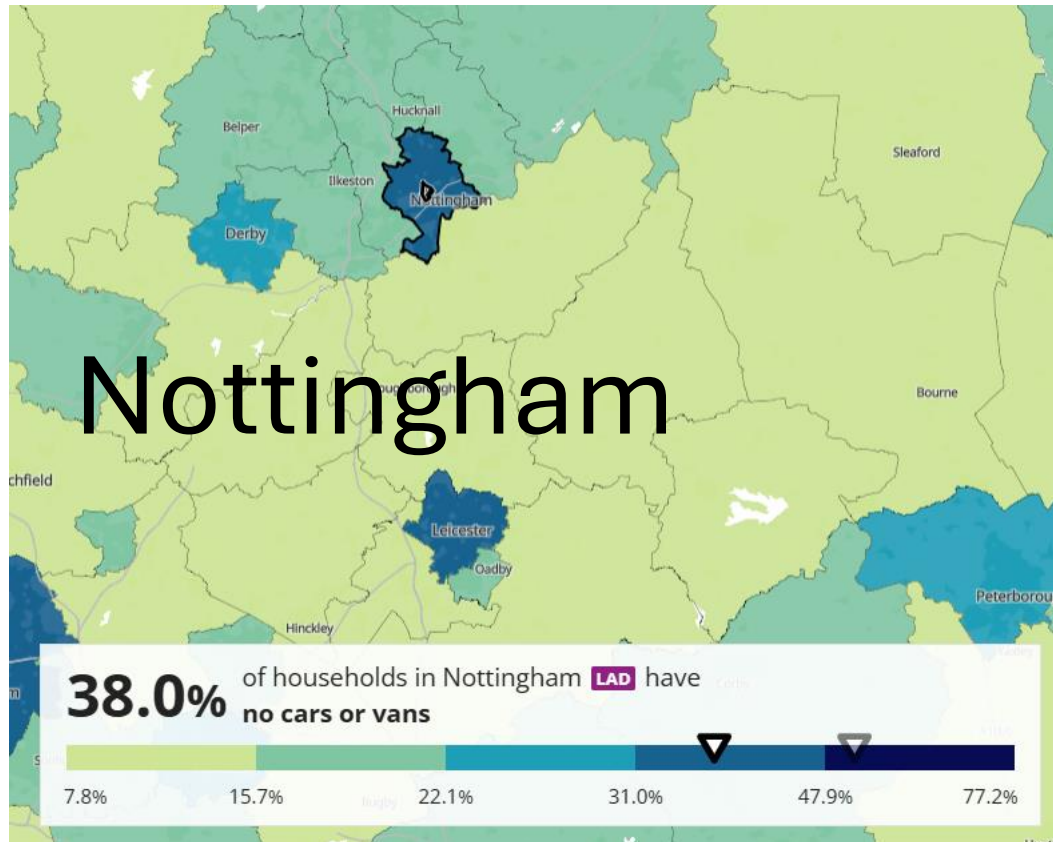
- Yes – many people will need a car.
- We are not saying ALL cars and parking will need to go
- ... but we are saying that if we want decent public transport, we have to recognise there is a close relationship between car parking provision and the viability of public transport services
- ... and we are saying there is a LOT of space given to car parking in town centres, where housing can be built to serve people who cannot or do not wish to own or drive a car.. RATHER THAN creating more car-dependent housing which will worsen matters.

Car ownership

- In most UK towns & cities **a quarter to a third of households do not have access to a car** and in households with one car – some individuals still have no access to a car (because one person uses the car for work)
- Older people, young people, teens/older kids, low incomes
- Poor public transport impacts them most
- ... but poor public transport is also a (well-documented) disaster for local economies, as labour and consumer markets shrink

Households with no access to a car or van

ONS Census data



“London is different”



- Again, agreed. But primarily because public transport in London is regulated and planned
- But bus franchising is coming – and that will (finally) give other parts of the country an opportunity to integrate transport and land-use planning
- Change won't happen over night, but **we have to start somewhere**: this presentation is basically about where we start
- ... and why starting with parking can have significant benefits.



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PART 2

The alternative: compact towns & cities

Plus – what does density look like?



MICHAEL

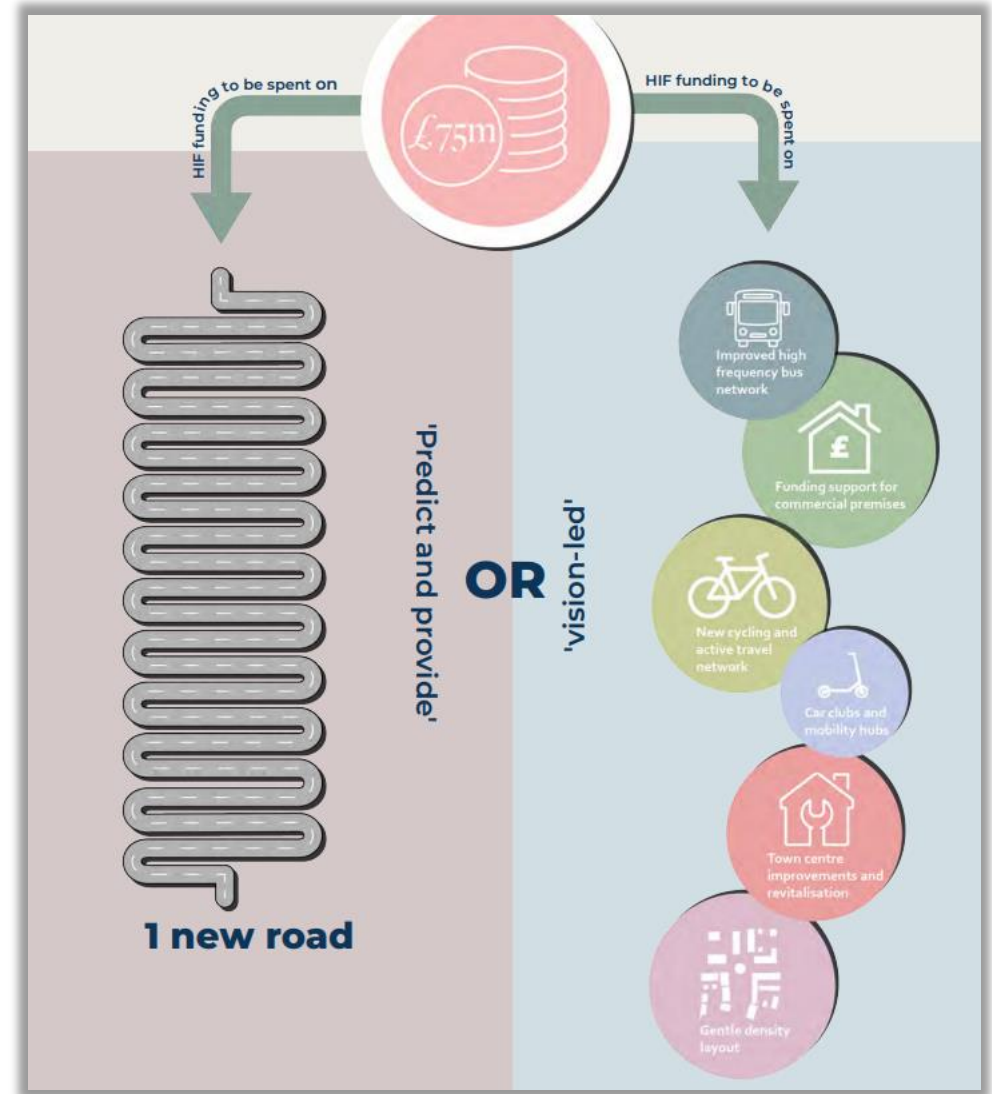
Before we move on...

- Create Streets & Sustrans published 'Stepping off the road to nowhere' – a detailed case study of how to shift to a more sustainable pattern of development and capture funding for public transport improvements.
- It's an important read: be sure to read it in conjunction with this presentation (see next slide).



Stepping off the Road to Nowhere

How changing transport modelling can create green growth, sustainable transport and beautiful streets and homes



An important read...

<https://www.sustrans.org.uk/media/13431/stepping-off-the-road-to-nowhere-report-sustrans-create-streets.pdf>

A better alternative: compact towns and cities

- Building out into countryside is the worst possible option. It is a lose-lose scenario. We lose our countryside and we create high-carbon, car-dependent, unhealthy housing.
- We advocate instead for 'compact, efficient cities', which are low-carbon, where people get around by public transport, walking and cycling and can live close to jobs and amenities, and where parks and green spaces are protected for health, recreation, sport and nature. We create compact cities by using land efficiently, recycling sites in need of regeneration, using space better and moving away from car-use which is space-inefficient and has other unwelcome impacts like air pollution and noise.
- [To save our countryside, we have to save our cities](#)
- [Double the density, halve the land needed – examples of what density looks like](#)
- [10 reasons higher density living is good for communities](#)
- [Why London needs to be a compact city](#)
- [What connects rural England and healthy streets in London?](#)

10 reasons higher density living is good for communities

1. **Land** is used more efficiently.
2. A **bigger range of local shops and services** can be supported.
3. Cost of personal transport reduces rapidly as density increases. **Better transport** means better access to jobs, amenities, leisure, etc. At high densities fast, frequent, reliable public transport systems become fully effective with dramatic reductions in energy & costs.
4. **Reduced cost of providing services** such as water, gas, electricity and waste disposal.
5. **Cost of transporting materials and goods also declines.** As the costs go down so does the consumption of energy.



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6. **Isolation and social exclusion is reduced** for people without a car.
7. Density can also impact on **affordability** as the cost of land is lower per dwelling, and space is not needed for parking cars, for instance.
8. Higher density creates more **vitality and diversity**. “Bigger concentrations of people stimulate and support the provision of more services and facilities making possible a wider choice of restaurants, theatres, cinemas and other recreational opportunities. They support specialist centres and services for minorities, which are not possible where such minorities are dispersed in low density sprawl. ...
9. “All this stimulates interdependent economic development that creates **new employment opportunities** and greater choice of employment.
10. “Above all, in higher density urban areas, all this diversity is within easy reach of where most people live. Ease of access is a key factor, which has critical implications for a **sustainable quality of urban life**.”



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What does density look like?

The following slides show some examples of densities. More examples are set out in CPRE London's publication [Double the density, halve the land used](#)



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What
does 100
dwellings
per
hectare
look like?



Density is key e.g. bus services become financially viable with densities over 60 dwellings per hectare (dph) though good use of space would mean higher densities, upwards of 100dph.

The final existing area is in Wilmington ward, with the first housing site example to the south of the A2 on Whitehead Close, Barn End Lane, Gerdview Drive, Rowlatt Road, Rowlatt Close and Stock Lane. Average house price value on Whitehead Close is £366,000.



These two examples show two areas: **25** dwellings per hectare and **69** dwellings per hectare

Examples from:
<https://windmz.dartford.gov.uk/media/20180606320100Housing%20Density%20Paper%202018.pdf>

Fact File:

- Site area: 3.269ha
- Employment/Community Space: 0.13ha
- Residual Site Area: 3.13ha
- Homes: 215
- Density: 69dph
- Main housing type: Terraced
- 16 Lock-up garages

This site is primarily made up of 2 and 3 bed terraced streets, with the average size of a 2 bed terrace on Church Road being 57m².

The site exceeds the CS guide of 35-55 dwellings/ha for other urban areas at 69dph.

Further terraces surround the area highlighted, along with Ebbsfleet Central site and station to the east, and a recreation ground and cemetery to the west.





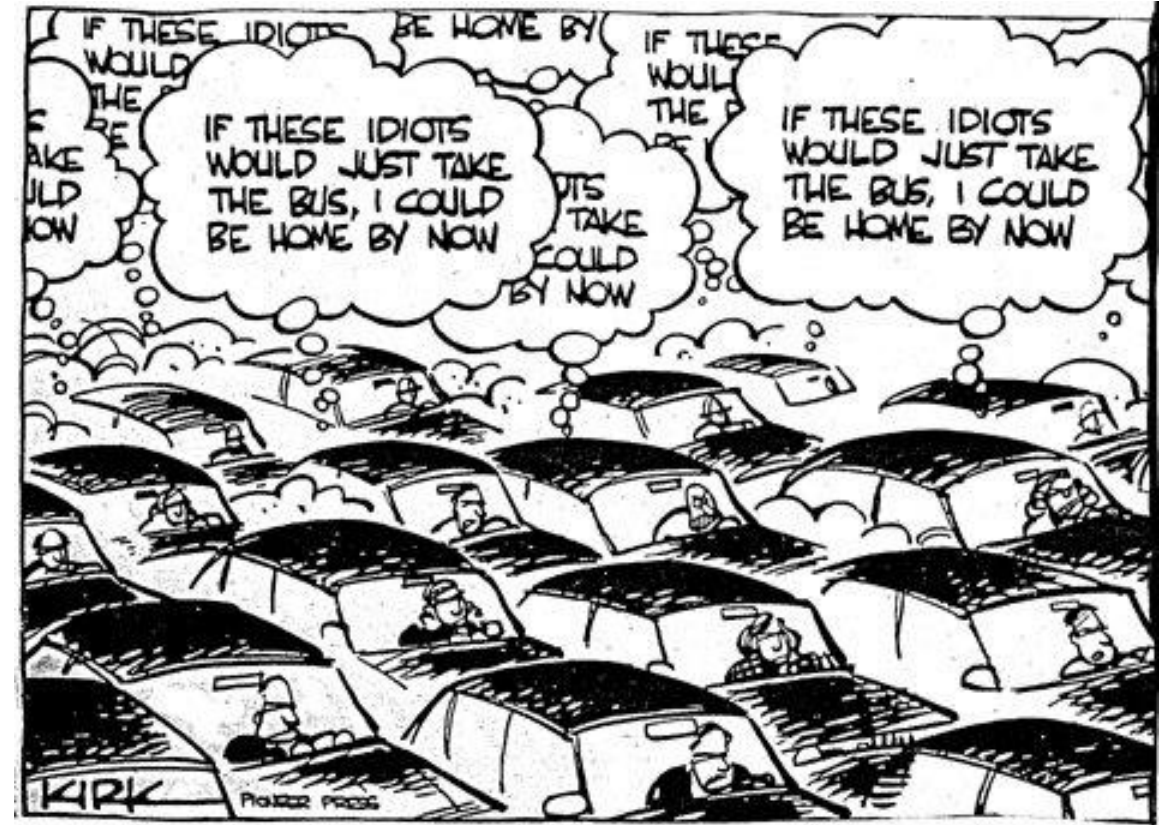
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PART 3:

Why parking matters

(A) Public transport

- Availability of car parking is a major determinant of travel mode
- Over-provision undermines the financial viability and attractiveness of public transport and active travel



Too much parking, especially low-cost parking, starts a negative feedback loop

- It reduces demand for public transport as more people drive...
- ... but also as bus service reliability and attractiveness falls due to rising traffic.
- This causes cuts to public transport, further undermining services, creating more traffic and pressure for more car-parking space.
- Those without access to a car have their opportunities reduced as their mobility is curtailed. Therefore, managing car-parking is essential to creating equitable places.



Households with no car are significantly disadvantaged

- Often more households than people think do not have access to a car. Check the date for your area '[No cars or vans in household](#)'
- Remember that households with one car may still have occupants who are stuck without transport (if the car is being used regularly for work by another member of the household, for example).
- Remember also that forced car ownership can push people into poverty (running a car will mean sacrificing other things)





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Why parking matters:

B. It's not just public transport that suffers...

To find out more detail about the following issues, visit [CPRE London's page on parking](#) including a link to the Parking Action Plan for Local Authorities created in partnership with climate charity Possible.

Why parking matters (a)

- Parking policy is key to
 - delivering **sustainable patterns of development**,
 - and thereby saving the **countryside** ([compact cities vs urban sprawl](#))
 - and gaining the very many **benefits of density**
- reducing **traffic** (& climate emissions, air pollution, noise, road danger)
- promoting **modeshift**, replacing trips made by car, with trips made by public transport, walking or cycling and, crucially, supporting the **financial viability of buses** by increasing bus patronage
- promoting **healthier** travel choices

Why parking matters (b)

- improving the **urban realm**: residential streets, historic settings and town centres can all be dramatically improved by removing parking
 - delivering local **economic** recovery (shopping, visitor attractions)
 - delivering **fair** use of public space and resources
 - freeing up **space** for parks/play spaces, street trees and SUDS, bus lanes, cycle lanes, hangars, clear pavements etc
 - delivering **affordable housing** where car parks are on publicly owned land which can be used for housebuilding
- * For more detail on many of these, see presentation on this [page](#).

Affordable housing

- Knight Frank's 2020 study identified
 - 103,000 public and private surface car parks across the country
 - Land area of 20,000 hectares
 - ... of which 7,555 hectares are owned by the public sector
-
- **Publicly owned land makes building social housing more viable**

Supporting the local economy. Evidence shows that removing parking from shopping parades, and instead introducing pedestrianised space or parklets, benches, greening or other public realm improvements, has a positive impact on income for local businesses.

Often the most vociferous opposition to removal of parking is from local business, concerned shoppers won't be able to come to town anymore.

In reality, people are more likely to come, stay longer and spend more if the town centre is more pleasant.

And, of course, people can still come, but more would eventually arrive by public transport.

<https://www.livingstreets.org.uk/policy-reports-and-research/pedestrian-pound/>



Simon Munk
@psimonk

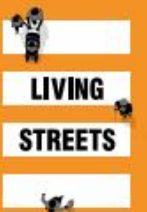
When this scheme in Orford Road [#WFMiniHolland](#) 1st opened, folks marched a coffin here predicting death of trade on this street. Several businesses here said losing parking out front would end them. That was 8 years ago. This was a mild March Sunday. Change is hard but worth it.



THE PEDESTRIAN POUND



The business case for better streets and places



Improving historic settings is just one example of the many benefits parking policy can bring. For more, see [CPRE London's page on parking](#) including the Parking Action Plan for Local Authorities created with climate charity Possible.

Historic settings and visitor attractions can also be dramatically improved by removing and restricting parking, as happened with Somerset House in Central London





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PART 4:

Policy and politics

We need to talk about parking. But...

- Even councillors in London boroughs (with 70% of households with no car) won't publicly talk about parking
- But if we don't talk about parking, nothing will change...
- We will continue to see the same, unsustainable patterns of development. We are stuck in a loop.

How to change? ... and how to square the circle of parking politics?



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We have to start somewhere.

First the policy

What do we want?



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Appropriate Local Plan policies (a)

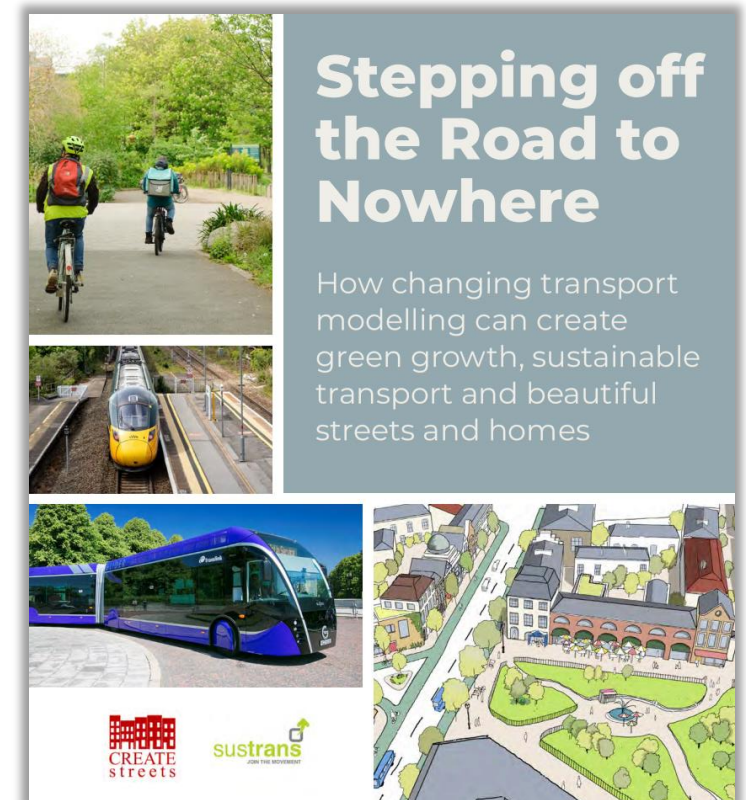
- **Local Plan underpinned by Sustainable Transport Plan**
(integrated transport and land-use planning) with mode shift targets to reduce car use in favour of public transport, walking & cycling
- New housing must be planned in a **sustainable location**, recognising that making better use of space within existing towns, particularly surface cars parks, is demonstrably the most socially, environmentally and economically sustainable option
- New housing must be planned at **appropriate density** to support public transport – in other words at or above around 100 dwellings per hectare and certainly not below 60

Appropriate Local Plan policies (b)

- **Parking standards:** Councils should adopt ‘car free’ or ‘car lite’ housing development policies which effectively mean no, or very few, parking spaces are made available (save for disabled parking)
- Councils should seek to promote the **redevelopment of surface car parks** and ‘big box’ retail to make better use of space (this will also promote more sustainable travel), especially in town centres
- FUNDAMENTAL: **sustainable location** i.e. in a location where residents do not have to use a car for the majority of trips
- Less car-centric **town centres**: make them nicer!

Clarity for developers

- **Clear Local Plan policies** are essential to gaining value from development
- *“The spend on roads was reduced to just £2m, freeing up £23m to be spent on facilities for the whole community”*



Appropriate Local Transport Plan policies

Local Transport Plans need strong residential and destination parking policies to deliver incremental mode shift i.e. from car trips to public transport, walking, wheeling and cycling. Backed up by **mode shift targets**.

- Transport planners should work with planning, highways and parking teams to **control car parking**, including reducing and increasing charges / introducing a Workplace Parking Levy. Surplus income can be allocated to improve people's travel choices e.g. funding concessionary fares.
- Transport authorities should **adopt bus franchising powers** with a view to cross-subsidising profitable and non-profitable routes. They should consider using parking account surplus to fund bus infrastructure and concessions.
- Transport, highways and parking teams should also work together to allocate a minimum of 25% of urban **kerbside** space, as well as excess road space and road lanes, for active travel, public transport and green infrastructure.

Using parking surplus

By law, councils must publish their parking account information

The surplus can be significant e.g. £6m in Dorset 2022/23

Councils must use surplus for specific purposes relating to transport

They can use it to support concessionary fares and many do



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Financial Data

Income and expenditure statement 2022/2023

	2021/2022 (£)	2022/2023 (£)
Expenditure		
Internal Charges (Expenditure)	264,418	293,099
Pay Related Costs	1,224,147	1,132,510
Premises Related Costs	1,618,602	1,601,095
Transport Related Costs	43,811	39,623
Supplies and Services	606,605	770,220
Third Party (Contracted Out) Payments	14,485	18,347
Total Expenditure	3,772,068	3,854,896
Income		
Parking Waivers & Permits	728,849	795,350
Pay & Display Charges	7,663,772	8,138,240
Penalty Charge Notices	742,712	610,510
Internal Charges (Income)	21,868	179,087
Government Grants	153,759	0
Other income	172,843	211,794
Total Income	9,483,753	9,935,089
Financial adjustments		
Deficit/Surplus	5,711,685	6,080,193

Surplus funds are used as per the Road Traffic Regulation Act 1984, section 55. To this effect surplus has been used to maintain Dorset Council car parks, this includes cyclical vegetation maintenance work, lighting inspections and improvements and surface and relining works. Surplus has also been used to support work carried out across the highways network.



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We have to start somewhere.

Next the politics...

How do we get it?



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The politics and campaigning (a)

1. **It's not as unrealistic as you may think.** Councils are already adopting these policies and you can show your council (and others) these examples (set out in subsequent slides)
 - Allocating car parks for development
 - Using low 'parking standards' for new development
 - Using parking income (surplus) for e.g. bus concessions / infrastructure
2. **Even if it is a difficult ask, that doesn't mean we shouldn't ask!**
 - First, set out 'what we want' i.e. the policies you want councils to adopt.
 - This can then be used for discussions with potential supporters – you can build a coalition to support the policies. There are a large number of people reliant on buses; in need of affordable town-centre housing, etc. Align with them and gain their support.
 - Then you can start to approach decision-makers, the media etc.

The politics and campaigning (b)

3. Have the Inspector in mind!

- **Identify sites** (surface car parks, particularly under-used ones) which you can show are in a sustainable location and which could be used for housing or mixed-use development.
- **Make a positive case** for why these are a good location and should be considered for development. (This can be short / summary bullets. You are making a point rather than doing a detailed report.) Compare this to any countryside development locations proposed. Remind the council it should be considering alternatives.
- **Urge your council to work with landowners and developers** to proactively bring car park sites forward for development.
- **Submit the locations you have identified** and your (short / summary) assessment to planning consultations.
- **Be ready to raise any failure to consider alternatives, with the inspector,** at Examination in Public stage. You can point to inconsistencies in policies if you feel the proposed sites are less sustainable than the ones you have identified



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The politics and campaigning (c)

4. **Local government reorganisation and bus franchising are huge opportunities** to align Local Plan and Local Transport Plan policy. We shouldn't miss it! Get in early. Don't wait for others. Lead the debate.
5. **There are good arguments:** many align with councils' concerns e.g.
 - Voters are concerned about countryside development
 - Voters are concerned about bus services (more than we think?)
 - Councillors concerned about housing crisis / building new council homes
6. **Find the right way to present the argument**
 - Talk about town centre regeneration (more people, stay longer, spend more £)
 - Talk about supporting buses and widening labour markets for local business
 - Talk about building homes / affordable homes / homes which reflect need



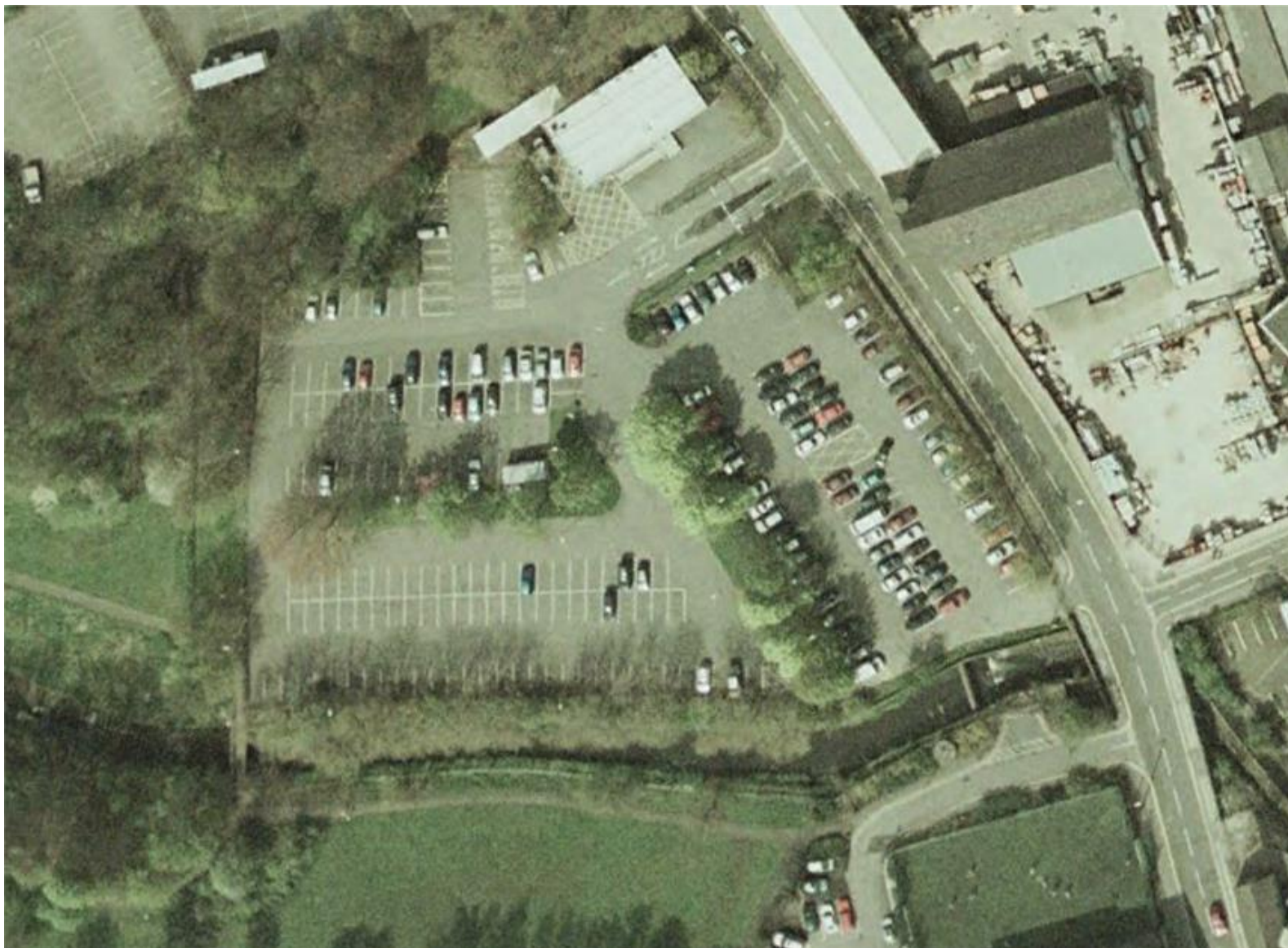
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PART 5:

Examples of car parks used for housing or mixed-use development



Bolton Chorley Street Car Park







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Key Stats

0.57 hectare site within 5 mins walk of Bolton town centre

In use as an NCP car park (93 spaces) until 2015

Redeveloped in 2021 as part of wider “urban village” regeneration project

118 new homes delivered with a focus on shared ownership, affordable rent and over 50s accommodation

‘Car-lite,’ transit oriented approach taken - explicit focus on sustainable transport (eg improved pedestrian / cycling links)

82 parking spaces ‘retained’ for use by residents; less than 1 car per household

Wider benefits include reduced flood risk thanks to incorporation of flood attenuation systems

According to ONS Census Data, **54%** of households in Central Bolton have no cars or vans

For further details, see: <https://www.bolton.gov.uk/news/article/1332/residents-move-in-as-town-centre-masterplan-takes-shape>



Hornchurch Dorrington Gardens Car Park



According to documents submitted to Havering Borough Council, only 17 of the 196 spaces available on site are used per day - despite its proximity to the local high street.





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Key Stats

0.52 hectare site within 5 min walk of the local high street

Site remains in use as a 'surplus' / under-utilised 192 space car park

Hornchurch benefits from high public transport availability levels (PTALS)

Plans propose for the site to be redeveloped into 34 new homes (low to medium density)

In line with London Plan maximum standards, on site parking would be limited to less than 1 car per household

According to ONS Census Data, car / van ownership in the area remains high at around **70%**

For further details, see: <https://dorringtongardens.communityuk.site/>



Cheltenham North Place Car Park



Site currently in use as a 1.4 hectare, ~ 500 space car park

The car park is situated within Cheltenham's Central Conservation Area and Old Town Character Area, and borders several listed buildings - such as Grade II Listed St Margaret's Terrace (pictured above).





Plans for site to be redeveloped into 147 homes (75 three-bedroom townhouses and 72 one and two-bedroom apartments) have now been approved. None of the apartments will be afforded car parking spaces, while townhouses will be allocated a single parking space each.



Bradford on Avon Mill Lane Car Park



2009

- **0.12 hectare site**, located within the town's Conservation Area.
- Built as a walled garden in the late 1800s, the site later served an adjacent industrial site and remained in use as a 33 space car park until 2011. Planning permission for 6 townhouses to be built on the site was granted in 2012.
- Pictures of the site before and after its redevelopment:





Bournemouth Durley Road Car Park



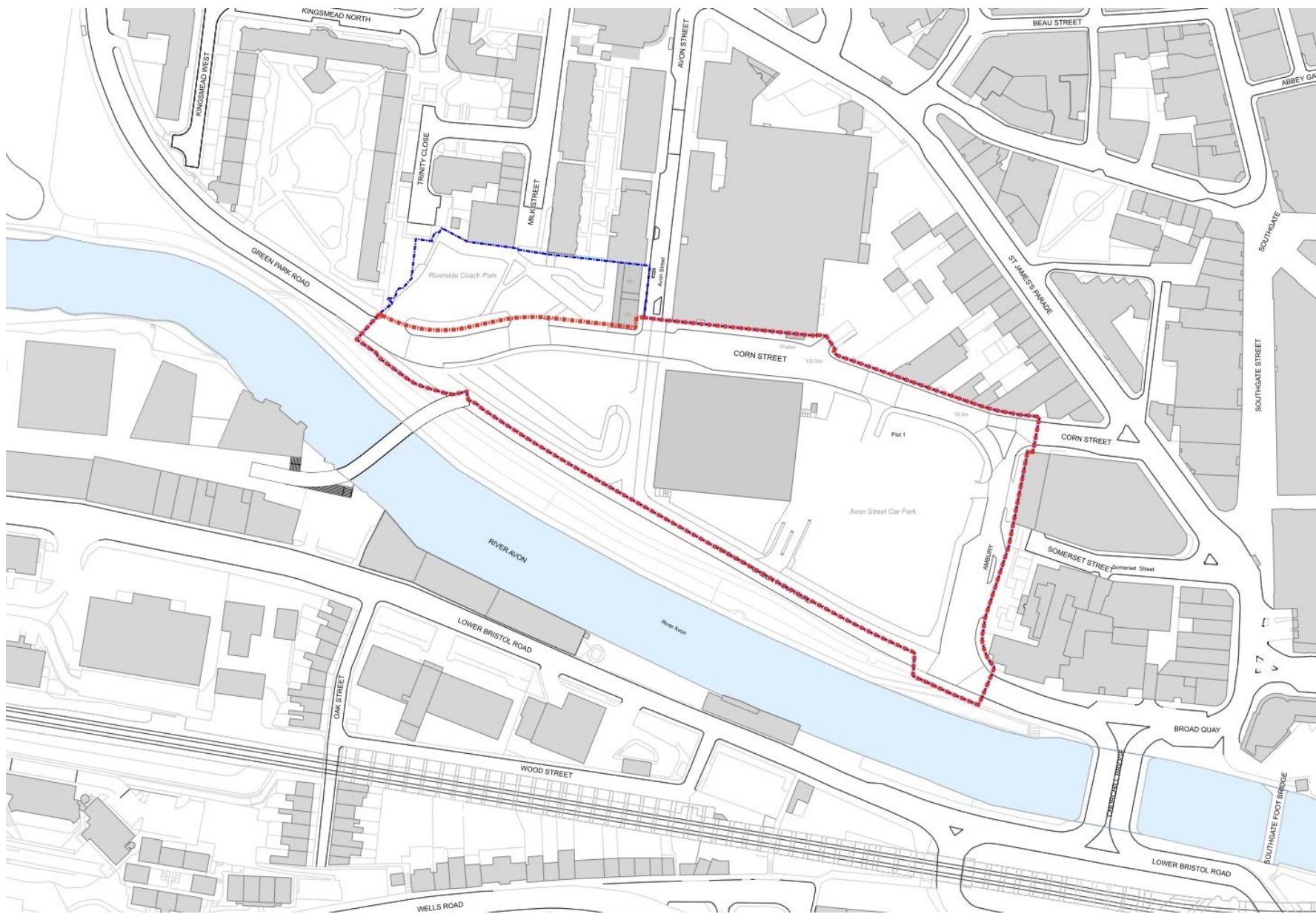
- **0.27 hectare site** located within 15 mins walk of Bournemouth Pier.
- In use as a **119 space, council owned car park** until January 2020 - when planning permission was granted (on appeal) for the site to be redeveloped into housing.
- 44 new homes have since been delivered on site:





Bath Avon Street Car Park / Quays North Development

- **0.86 hectare site**, located south-west of Bath city centre.
- Located within the World Heritage Sites and Bath Conservation Area & bounded by Avon river corridor - a designated Site of Nature Conservation Importance (SNCI).
- Owned by B&NES Council; allocated as a development site in 2017.
- Remains in (partial) use as a surface car park, providing 140 spaces.
- Forms part of wider **Bath Quays North (BQN)** development project, which encompasses an additional three plots of land adjacent to the site.
- Planning permission for Phase 1 of the project was granted in Feb 2025; this is set to deliver **90 class C3 homes** as well as 20,000m² of mixed office, retail and hotel space.
- Car / van ownership in Central Bath & Lansdown is low, albeit increasing: 61.2% of households own 1 or more cars / vans – a 3.5pp increase since 2011.





BATH IN TIME
Images of Bath online

1935



2021

Approved Plans





The countryside charity
London

Examples of ‘low car’ parking standards for new development

Oxford City Council – Policy M3: Motor Vehicle Parking

Local Plan 2036 (adopted June 2020). A PDF of the Local Plan is available [here](#); see pages 108 - 110 re parking. Relevant section: “Limiting the opportunities for parking within the city helps to reduce car use leading to reductions in air pollution, congestion and the creation of a more attractive environment for walking and cyclists. In reducing the availability of public and private parking there will be fewer car trips as people shift mode to a more sustainable form of transport. Furthermore, parking across the city is not an efficient use of land, a key consideration in Oxford, where land is so constrained.” (7.23)

Cont...

Residential Developments: “In Controlled Parking Zones (CPZs) or employer-linked housing areas (where occupants do not have an operational need for a car) where development is located within a 400m walk to frequent (15 minute) public transport services and within 800m walk to a local supermarket or equivalent facilities (measured from the mid-point of the proposed development) planning permission will only be granted for residential development* that is car-free. In all other locations, planning permission will only be granted where the relevant maximum standards (see below) are complied with.”

Brighton & Hove City Council

- Supplementary Planning Document 14: ‘Parking Standards’ (adopted October 2016), Policy CP9 of the Brighton & Hove City Plan (Pt 1) states: “[Brighton & Hove City Council] will promote and provide measures that will help to manage and improve mobility and lead to a transfer of people and freight onto sustainable forms of transport to reduce the impact of traffic and congestion, increase physical activity and therefore improve people’s health, safety and quality of life.” These include the adoption of maximum car parking standards, the details of which are set out in SPD 14.

London – Policy T6 Car parking

- A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.
- B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.
- C An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.



- [Stepping off the Road to Nowhere](#): How changing transport modelling can create green growth, sustainable transport and beautiful streets and homes
- CPRE London [page](#) – with lots more resources
- alice@cprelondon.org.uk