

Cabinet

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Residential Car Parking Standards



Report of Corporate Management Team

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Purpose

- 1 This report sets out the background to residential parking standards used by the County Council and proposes a change to the current guidance to developers. The report recommends that the current guidance is withdrawn and new guidance is approved and adopted. The new standard will be incorporated into the emerging Durham Plan and adopted as Council Policy.

Discussion

- 2 The County Council published guidelines for maximum parking standards in the Accessibility & Parking Guidance document produced in 2001. Those guidelines are used by developers for the design of new residential developments and by officers to assess suitability of parking provision for new developments.
- 3 The 2001 guidelines were prepared in accordance with a policy approach set out in Planning Policy Document 13 (PPG13). This aimed to reduce reliance on car use by promoting more sustainable forms of transport. PPG13 advocated 'maximum' parking standards for new development in an attempt to restrict private car use.
- 4 Since the first publication of PPG 13 and the policy which aims to restrict parking, it has been acknowledged that little impact on car ownership and use has been achieved. It is widely recognised that restricting parking at the origin of a journey is less effective than restricting parking at the destination in achieving a change of use.
- 5 The effects of maximum residential parking standards can be witnessed throughout new development in the county where lack of off street parking availability can simply result in on street demand, and subsequent obstructive parking in residential areas.

- 6 The current guidance limits developers to a maximum provision of 1.5 spaces per residential unit. The 0.5 space is included to reflect that a garage space which may or may not provide for parking.
- 7 Special residential uses including elderly person's accommodation and nursing homes should remain as set in the current guidelines.
- 8 A revision of PPG 13 was published in 2011 the most significant effect was the removal of requirement for "maximum" parking standards for residential developments and the deletion of the reference to the influence of parking supply on mode choice. The revised guidance also deleted a statement claiming that reducing parking supply is essential to promote sustainable travel choices. The Highways Development team have researched provision of visitor parking and a note of this research is included at Appendix A.
- 9 Current guidance was adopted in 2001 before the PPG13 revision. It is considered that, due to the PPG13 revision and need for review of standards, any planning appeal to a refusal on the grounds of parking provision would be difficult to defend and justify to a Planning Inspector.
- 10 As Members may be aware the new National Planning Policy Framework (NPPF) was published in March 2012 and supersedes guidance offered in PPG 13. The framework guides authorities to take a more pragmatic view at the local level when considering setting parking standards. It is recommended authorities consider:-
 - the accessibility of the development;
 - the type, mix and use of development;
 - the availability of and opportunities for public transport;
 - local car ownership levels; and
 - an overall need to reduce the use of high-emission vehicles
- 11 The new parking standards have been prepared by Highways Development Management in conjunction with planning policy colleagues. A full consultation exercise has been undertaken with Durham Constabulary, Neighbourhood Services, and with the house builder's forum. Responses from the house builder's forum varied but it was widely recognised that new guidance is overdue. Support was expressed from The Police and Neighbourhood Services colleagues who address issues of residential parking conflicts.
- 12 The current parking standards for non residential uses are generic, apply a sound base position, and will continue to be applied for non residential use. Restricting parking provision to maximum provision at destination should assist in encouraging more sustainable travel.
- 13 The points listed above from the NPPF will be considered when applying these standards to future development applications. However, with this new guidance and the previous revision of PPG13 it is considered the

current guidance on residential parking standards provided by the County Council is outdated.

- 14 It is proposed to include a full set of revised parking standards within the Durham Plan including the proposed revised residential guidance.

Recommendation

- 15 It is recommended that the current car parking standard of 1.5 spaces per residential unit should be deleted from the Accessibility and Parking guidelines and should be replaced by the following:-

	Minimum allocated	Minimum non allocated off curtilage	Example
1-2 bed	1 per dwelling plus	1 non allocated space per 3 dwellings	10 units would require 13 spaces of which 3 would be non allocated.
3 bed Without garage	1 in curtilage per dwelling plus	2 non allocated space per 3 dwellings	10 units would require 16 spaces of which 6 would be non allocated.
3 bed With a garage	1 in curtilage per dwelling plus	1 non allocated space per 3 dwellings	10 units would require 13 spaces of which 3 would be non allocated.
4 bed With single garage	1 in curtilage per dwelling plus	2 non allocated space per 3 dwellings	10 units would require 16 spaces of which 6 would be non allocated
4 bed With double garage	2 side by side spaces in front of garage	1 non allocated space per 5 dwellings	10 units would require 22 spaces of which 2 would be non allocated
5 bed With double garage	2 side by side spaces in front of garage	1 non allocated space per 5 dwellings	10 units would require 22 spaces of which 2 would be non allocated

- 16 The guidance should not apply to accessible town centre locations where parking provision will remain at maximum standards in locations of good accessibility. At the following locations a maximum of 1 space per unit should apply.

Durham City – within 400m¹ of Market Place
Chester Le Street – within 400m of Market Place
Bishop Auckland – within 400m of Market Place
Consett – within 400m of High Street
Newton Aycliffe – within 400m of town centre
Peterlee – within 400m of town centre

- 17 Cabinet are requested to note the contents of this report and approve the change to the Council's Accessibility and Parking Guidelines as set out above.

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¹ 400m has been selected on the basis that at an average walking pace of 4mph, accessible public transport facilities would be available within a walk of 4 minutes.

Appendix 1: Implications

Finance

There are no implications associated with this report.

Staffing

There are no implications associated with this report.

Risk

There are no implications associated with this report.

Equality and Diversity / Public Sector Equality Duty

The revised standards do not apply to special residential uses (including elderly person's accommodation and nursing homes) which will remain as set in the current guidelines.

Accommodation

There are no implications associated with this report.

Crime and Disorder

There are no implications associated with this report.

Human Rights

There are no implications associated with this report.

Consultation

An internal consultation has been undertaken with Planning Policy, Neighbourhoods Services area traffic and community engagement section, Strategic Traffic Section and Highways Development Management. An external consultation has been held with the private sector house builders forum, including meetings with Bellway Homes, Persimmon Homes and MJ Gleasons. Durham Constabulary have also been consulted and approve the standard. .

Procurement

There are no implications associated with this report

Disability Issues

There are no implications associated with this report

Legal Implications

There are no implications associated with this report

Appendix A

Recent CABE research (Creating safe places to live through design) shows that parking and problems associated with parking are a major source of neighbour disputes, anti-social behaviour and in some cases criminal damage and assault. The report learned the following:

- Rear parking courts perform poorly for vehicle crime, assault and criminal damage.
- There is clear evidence of residents avoiding using particularly poorly designed courts and displaced parking causing problems elsewhere.
- Specific attention should be made to where visitors are likely to park – visitors seem particularly unwilling to park in areas away from the public carriageway and will tend to park up on kerbs nearest the dwelling they are visiting. A street design which incorporates clear on street parking is likely to reduce conflict with residents.
- Garages in unusual locations such as at the rear of properties accessed via side lanes or rear access appear to have a high burglary risk so should be considered very carefully.

Residential Car Parking Research (Department for Communities and Local Government: May 2007) provides Census based research on factors influencing car ownership and car parking demand. Much of this research is self-evident: car ownership is lower in city centres and higher in remote rural locations; it increases with the number of habitable rooms, and; is highest in owner occupied houses and lowest in non-owner occupied flats. The research also shows that less than one third of garages were used to park cars.

The residential car parking research suggests that a large provision of unallocated spaces could reduce the overall number of spaces required in a development. However the CABE research shows that visitors will park as close as possible to a property, even on footways. A balance must be reached between the desire to minimise the amount of hard paving and preventing parked vehicles from obstructing footways.

Residential Parking must incorporate a mix of allocated parking unallocated spaces. Allocated spaces must lie within the curtilage of dwellings. Unallocated spaces may be on street or in private parking courts (provided that the courts are well overlooked and therefore secure).

Notes:

1. An overprovision of allocated spaces will result in a commensurate reduction in non-allocated spaces. (Example: If a three bedroom dwelling is provided with two spaces then no non-allocated spaces will be required.)
2. Within the boundaries of major Commercial Centres the above standards may be relaxed.