

Cabinet

7 May 2014

Non Residential Car Parking Standards



Report of Corporate Management Team

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Councillor Neil Foster, Cabinet Portfolio Holder for Economic Regeneration

Purpose

- 1 This report sets out the background to parking standards used by the County Council for non-residential development 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 The report recommends that the current guidance is withdrawn and new guidance is approved and adopted.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 County Durham Plan together with residential parking standards approved in 2013 and adopted as Council Policy.

Background

- 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 development and by officers to assess suitability of parking provision for new development.
- 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 A revision of PPG 13 was published in 2011 which deleted the statement claiming that reducing parking supply is essential to promote sustainable travel choices. Furthermore, the new National Planning Policy Framework (NPPF) was published in March 2012, which superseded guidance offered in PPG 13.
- 5 In light of the above changes, it is considered that any planning appeal to a refusal, on the grounds of parking provision under the current policy, may be difficult to defend and justify to a Planning Inspector.

Revised Guidelines

- 6 The NPPF 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.
- 7 The revised Parking and Accessibility Guidelines have been prepared using research into the provision of parking on different types of development from the national dataset on trip generation (TRICS). An exercise in establishing the most suitable rates for use and comparing these to previously proposed rates has been undertaken.
- 8 The revised parking standards will continue to impose a maximum provision at non-residential developments destinations to assist in encouraging more sustainable travel. Different parking standards will apply depending on locality and accessibility to other forms of transport.
- 9 The guidelines also assist developers in setting out requirements for the provision of electric vehicle charging infrastructure, car sharing bays, cycle and motorcycle parking and the need for public transport provision with developments.
- 8 A full consultation exercise has been undertaken with developers and their transport consultants, Durham Constabulary, Planning and Neighbourhood Services. Amendments to the draft were made where appropriate to reflect opinions and concerns of most consultees.
- 10 The revised non-residential parking standards will be combined with the previously adopted residential parking standards to be incorporated within the County Durham Plan.

Recommendation

- 11 Cabinet are recommended to note the contents of this report and approve the revised Parking and Accessibility Guidelines for non-residential developments.

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Appendix 1: Implications

Finance -

There are no implications associated with this report.

Staffing -

There are no implications associated with this report.

Risk -

Adoption of the revised guidelines will lessen the risk of successful challenge to planning decisions.

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 -

A full consultation has been undertaken including developers and their consultants, Planning Services, Neighbourhoods Services and Durham Constabulary. Changes have been made to the standards to reflect feedback from the consultation.

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.