

**DRAFT INTERIM POLICY
MARCH 2011**

RESIDENTIAL CAR PARKING PROVISION (C3: DWELLINGS)

Proposals for residential development will need to make car parking provision in accordance with the following standard:

Dwellings with 1 bedroom	1 space
Dwellings with 2-3 bedrooms	2 spaces
Dwellings with 4 or more bedrooms	3 spaces

Locations that are considered to be more sustainable and well served by public transport may be considered appropriate for lower levels of provision.

Proposals for provision above or below this standard will be supported by evidence detailing the local circumstances that justify deviation from the standard.

The local circumstances that will be taken into account include:

- a) The quality of provision for pedestrians - width of footways, quality of surfaces, access points to the site, provision and quality of street furniture and lighting;
- b) The quality of provision for cyclists - cycle parking, dedicated cycling facilities, access points to site, quality of design and provision, any restrictions on cycle movement;
- c) The distance to and quality of bus stops, the frequency of services, quality of footways and lighting to stops, and the distance to the nearest interchange;
- d) The number of train stations within 1,200m walking distance, quality of station, and frequency of services; and
- e) Evidence of local parking congestion.

Reasoned Justification:

1. In January 2011, national planning guidance on transport (PPG13) was amended to reflect the localism agenda. In particular, the requirement for local planning authorities to set and apply maximum car parking standards for residential development was removed. The standards that are currently applied in Chorley for residential development are those contained within the Regional Spatial Strategy Partial Review, and are maxima.
2. National research by the Commission for Architecture and the Built Environment (CABE) demonstrates that many people feel that the design for new residential development should accommodate typical levels of car ownership and that the level of parking in new developments can be inadequate. Attempts to restrict parking in order to curb car ownership in order to promote more sustainable transport choices are considered unrealistic and have had little or no impact on the number of cars per household. This has led to on-street parking congestion, problems for pedestrians, the

conversion of front gardens to parking areas, increased surface water run-off, and detriment to local distinctiveness and visual quality.

3. The partial review of Regional Spatial Strategy for the North West (March 2010) proposed changes to car parking standards. An Examination in Public was held, and the panel report was published in response to a request under the Freedom of Information Act. The panel recommended (inter alia) that local circumstances be taken into account in setting local standards (recommendation 12.3), and that RSS should set out the circumstances in which residential parking provision below the maximum levels might be negotiated (recommendation 12.4).
4. Policy 3: Travel of the LDF Core Strategy (publication version December 2010) details measures to plan for travel including setting and applying car parking standards, and paragraph 7.6 notes that local parking standards will be produced. The LDF Site Allocations & Development Management DPD will address such a policy at the next stage (preferred options) later this year. It is considered that this approach reflects the recently amended national guidance, but that an interim policy is required to provide clarity in the determination of planning applications.