

Report of	Meeting	Date
Director Partnerships, Planning and Policy (Introduced by the Executive Member for Business)	Executive Cabinet	31 March 2011

INTERIM POLICY ON RESIDENTIAL CAR PARKING STANDARDS

PURPOSE OF REPORT

1. To inform Members of the recent change to national planning policy which enables Councils to introduce local residential car parking standards; and to seek approval of an interim policy for development control purposes.

RECOMMENDATION(S)

2. That the Executive Cabinet approve the draft interim policy on Residential Car Parking Standards for a six week public consultation exercise.
3. That authority to adopt this policy as approved is delegated to the Chief Executive in consultation with the Leader of the Council, such delegation to be exercised only if there are no objections to the adoption of the policy received during the consultation period. In the event of objections being received the results of the consultation should be brought back to the Executive Cabinet for the policy to be considered further.

EXECUTIVE SUMMARY OF REPORT

4. In January 2011, national planning guidance on Transport (PPG13) was amended to reflect the localism agenda, and in particular, the requirement for local planning authorities to set and apply maximum car parking standards for residential development was removed. An interim policy on parking standards for residential development to allow account to be taken of local circumstances is considered necessary to assist in determining proposals for residential development.

REASONS FOR RECOMMENDATION(S)

(If the recommendations are accepted)

5. To ensure an appropriate response to changes in national policy and to reflect local circumstances in determining proposals for residential development.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

6. None

CORPORATE PRIORITIES

7. This report relates to the following Strategic Objectives:

Strong Family Support		Education and Jobs	
Being Healthy		Pride in Quality Homes and Clean Neighbourhoods	X
Safe Respectful Communities		Quality Community Services and Spaces	
Vibrant Local Economy		Thriving Town Centre, Local Attractions and Villages	
A Council that is a consistently Top Performing Organisation and Delivers Excellent Value for Money			

BACKGROUND

8. 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. Members will also be aware that the Coalition Government intends to abolish RSS and that this intention is a material consideration within the planning system.
9. 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.
10. Members will be aware that RSS remains part of the development plan; that it details maximum standards; that the partial review of RSS proposed changes to car parking standards; that an Examination in Public was held, and that 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).
11. 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.
12. Given all of the above, it is considered appropriate to prepare an interim policy to reflect the national policy change. The proposed policy is appended to this report and seeks to take account of local circumstances in applying parking standards for residential development while continuing to have regard to promoting sustainable transport outcomes. Any parking provision above or below the standard will need to be supported with an appropriate level of evidence detailing the special local circumstances. Standards for all other forms of development will continue as per the partial review of RSS.
13. The proposed policy will be subject to public consultation for a six week period. Any responses received will be carefully considered, and should there be no substantive objections, it is recommended that delegated authority be given to adopt the policy for development control purposes. If substantive objections are received, the matter will be further reported to Executive Cabinet.

IMPLICATIONS OF REPORT

14. This report has implications in the following areas and the relevant Directors' comments are included:

Finance		Customer Services	
Human Resources		Equality and Diversity	
Legal	✓	No significant implications in this area	

COMMENTS OF THE HEAD OF GOVERNANCE

15. The policy as drafted provides the Council with sufficient discretion to take into account all material planning considerations when making a decision on an appropriate level of car parking provision for new residential development.

LESLEY-ANN FENTON
DIRECTOR OF PARTNERSHIPS, PLANNING AND POLICY

There are no background papers to this report.

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Peter McAnespie / Jennifer Moore	5286 /5571	16 March 2011	***