

WAVERLEY BOROUGH COUNCIL

EXECUTIVE – 27 MARCH 2012

Title:

PARKING GUIDELINES

**[Portfolio Holder: Adam Taylor-Smith]
[Wards Affected: All]**

Summary and purpose:

The purpose of this report is to seek approval of the proposed guidelines for the provision of vehicular and cycle parking in new developments.

How this report relates to the Council's Corporate Priorities:

Parking provision for cars and cycles is an important element of new development and is linked to the overall objective of protecting the environment.

Equality and Diversity Implications:

The parking guidelines include specific guidance on the provision of parking spaces for disabled users within new developments.

Climate Change Implications:

Car parking provision and access to other modes of transport influence vehicle movements and are linked, therefore, to the impact of carbon dioxide emissions from vehicles.

Resource/Value for Money Implications:

There are no resource implications arising specifically from this report.

Legal Implications:

There are no legal implications arising from the report

Introduction

1. The provision of appropriate levels of car parking and cycle parking is an important consideration when assessing proposals for new development. In the past the Council used the Surrey County Council Parking Guidelines from 2003 as the starting point for assessing the level of parking provision, albeit that these Guidelines were not formally adopted by the Council.

2. There are various reasons why it is appropriate to review the situation and for the Council to adopt new parking guidelines:-
 - Surrey County Council has recently issued new parking guidelines (January 2012) and recommended that the districts in Surrey use these within their own Local Development Framework (LDF) documents;
 - In both PPS3 and the revised PPG13 there has been a move away from maximum standards in relation to residential parking, and a recognition that local circumstances need to be considered when assessing the right level of parking in new residential developments.
3. The proposal is that the Council sets its own local parking guidelines for residential development, which are effectively a development of the new County Guidelines. For other forms of development, such as retail, business premises etc. the intention is that the Council should adopt the new Surrey County Council guidelines.

The Surrey County Council Vehicular and Cycle Parking Guidance (2012)

4. Attached as Annexe 1 to this report is a copy of the new County Council parking guidance. This guidance sets a range of maximum parking levels for various forms of non-residential development, as well as for residential institutions like care homes and for sheltered housing developments. In relation to residential development, the County Council has set out a range of guideline figures linked to the size/type of housing and its location.
5. The County Council recognises the importance of getting the right balance so as not to require developers to provide more parking than they themselves wish; to encourage shared use of parking where appropriate; and not to create perverse incentives for development to locate away from town centres. The County guidance does recognise that Surrey is a county of contrasts, which produces varying demands for travel, car use and its resultant parking requirements. Therefore, the County Council says that it would be inappropriate to apply a single standard across the entire county, so the intention is to apply a pragmatic and flexible approach.
6. In producing the parking guidance the County Council undertook consultation between October 2010 and January 2011. In terms of the residential guidance, the County Council relied heavily on research undertaken in Kent, Essex and Dorset. Some comparison work was also done using a recent development parking survey in Woking.
7. In most cases the County guidelines are recommended maximum levels of parking. However, for a number of uses the County provides a guideline figure but allows for individual assessment/justification, therefore providing a degree of flexibility.
8. The County document also sets out guidelines for the amount of disabled parking provision and sets out recommended minimum standards for cycle parking.

Officer comments

9. With the exception of the parking guidelines for residential development, officers consider the car parking guidelines for other forms of development, as set out in the County document, are acceptable and are suitable for adoption as a material consideration in the assessment of planning applications. Similarly, Officers consider that the County guidance on cycle parking provision and disabled parking should also be adopted.
10. The County Council has also provided specific guidance on electric vehicle charging. The aim is to seek the provision of charging points within all new developments. For example, the provision of a 'Trickle' charging point for new dwellings and a recommendation that in schemes requiring a Travel Plan, 5% of parking spaces should be fitted with a 'Trickle' charging point. Whilst these are noted, it is not considered that these should be adopted at this stage, without further consideration of the financial and practical implications of meeting these requirements.
11. With regard to car parking in residential developments, the County guidelines have been used as a starting point, but officers have made further changes to reflect the particular characteristics of Waverley, such as the high level of car ownership.

The proposed Residential Parking Guidelines

12. Attached to this report as Annexe 2 is a copy of the proposed parking guidelines for new residential development. As with the County Guidelines, the proposed residential parking guidelines differ depending on the size of dwellings and the location. In framing the guidelines, officers have used the County Guidelines as a starting point but have made some adjustments to reflect local circumstances.
13. In terms of car ownership, the average nationally is 1.1 cars per household. In Surrey it is 1.46 cars per household and in Waverley it is 1.5 cars per household. There are also quite wide variations across Waverley. These range from 1.18 cars per household in Farnham Castle ward to 1.89 cars per household in the Frensham, Dockenfield and Tilford ward.
14. In other parts of Surrey, such as the town centres of Guildford or Woking, access to services and public transport is better than in the centres of Waverley's towns. Therefore, whilst the County guidelines may be suitable for major centres like Guildford, they may not reflect the level of parking demand within Waverley's centres. This is reflected in the higher guideline figure in the proposed Waverley guidelines.
15. The proposed residential parking guidelines are not expressed as either a maximum or a minimum. Instead, they reflect what might reasonably be expected. In a number of locations it is recognised that, where space permits, it may be appropriate to consider increased parking provision. Conversely, if a developer considers that the number of spaces indicated is more than necessary, then relevant information can be supplied to justify this.

16. The proposed residential parking guidelines also cover matters such as the size of parking spaces, parking layout and design and sustainable design.

Conclusion

17. The proposal is to adopt the County Council's guidelines for all developments except residential, and to adopt the Waverley-specific guidelines for residential development. Prior to this, and subject to approval from the Executive, the intention is to carry out consultation on the proposed parking guidelines. The intention is to combine all the parking guidelines into one document with a view to their adoption as supplementary planning guidance.

Community Overview and Scrutiny Committee

18. The Community Overview and Scrutiny Committee considered this report at its meeting on 12 March 2012 and commended the report to the Executive with no further observations.

Recommendation

The Executive is asked to agree to adopt the County Council Guidelines for all commercial developments as a basis for consultation with the Chamber of Commerce and local industry and any Waverley specific guidelines for residential developments.

Background Papers

There are no background papers (as defined by Section 100D(5) of the Local Government Act 1972) relating to this report.

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