

APPENDIX J

WAVERLEY BOROUGH COUNCIL

EXECUTIVE- 2 OCTOBER 2012

Title:

PARKING GUIDELINES

[Portfolio Holder: Cllr Bryn Morgan]

[Wards Affected: All]

Summary and purpose:

In March 2012 the Executive agreed the draft Parking guidelines as the basis for public consultation. That consultation took place between May and July. The purpose of this report is to feedback on the outcome from the consultation, and to seek agreement from the Executive and Council for the adoption of these Guidelines, which will become a material consideration in the assessment of planning applications.

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.

Environment and 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 relation to residential parking there has been a move away from maximum standards and a recognition that local circumstances need to be considered when assessing the right level of parking in new residential developments.
3. In March/April this year, the Community Overview and Scrutiny Committee and the Executive considered the draft Parking Guidelines. The Executive agreed the proposed parking guidelines as the basis for consultation. In essence the proposed Guidelines comprised the parking guidelines produced by the County Council for non-residential development, which it was proposed should be adopted without change, and the proposed parking guidelines for residential development. These were based on the County Council's guidelines, but amended to reflect local circumstances in Waverley. The changes made to the County guidelines were in recognition of the fact that car ownership in Waverley is high and the opportunities to utilise other forms of transport are limited, particularly in the more remote locations in the Borough. The proposed residential guidelines are an indication of the minimum level of parking provision that would normally be expected in new residential developments having regard to the size of the dwellings and their location.
4. The County Council's guidelines which it is proposed should be adopted 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. The County parking guidelines 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.
5. Although the proposed guidelines for non-residential development are recommended maximum levels of parking, in a number of cases they are a guideline figure, providing for individual assessment/justification. This provides a degree of flexibility.
6. In its own Guidelines the County Council has also indicated the circumstances in which it could object to a development on parking related grounds. In terms of residential development, therefore, it says that it is only likely to object on

the grounds of inadequate parking if the shortfall would lead to danger on the adjoining highway. It says it is unlikely to object to residential development on the grounds of excessive parking being provided. However it has said that in relation to non-residential uses, objections could be made on policy grounds to parking above the recommended maximum, although this would clearly depend on the circumstances, including the location of the site.

Consultation on the Draft Parking Guidelines

7. A consultation on the Draft Parking guidelines took place between 25th May and 5th July 2012. Those invited to comment included the Highways Agency, Surrey County Council, adjoining local authorities, town and parish councils, transport operators and residents' associations. Comments were received from 12 respondents. These are summarised in the Schedule attached as Annexe 1 to this report. This appendix also includes the officer response to these comments and identifies any changes to the Parking Guidelines in response to the comments.
8. A range of views were expressed from those considering that the parking guidelines do not provide for enough parking, to those who consider that in some locations the guidelines are too prescriptive and may require provision of more parking than is necessary.
9. In relation to parking for residential developments, these are expressed as the minimum that would normally be required. However, the guidelines also say that where space permits, it may be appropriate to consider an increased provision above this minimum. Officers consider that this provision addresses the concerns that more parking may be required than the indicated minimum.
10. In relation to non-residential uses, the guidelines are generally expressed as a maximum. However, this does not mean that this cannot be exceeded. However, the expectation would be that any additional provision would need to be justified. In considering the level of parking provision in such cases, it would be necessary to consider factors such as the location of the site and access to other forms of transport.
11. In terms of town centre/edge of centre locations, one comment is that the proposed guidelines are not flexible enough to take account of factors such as access to public transport. This is addressed in the proposed Guidelines. Whilst the residential guidelines are expressed as the minimum that would normally be expected, there is still provision for an applicant to put forward a justification in the event that parking provision is below this minimum.

Conclusions

12. Attached as Annexe 2 is a copy of the proposed Parking Guidelines, amended in response to the consultation. Officers have taken careful note of the responses received to the consultation and believe that the guidelines will provide for an appropriate level of car parking to reflect local circumstances.

Recommendation

That the Executive recommends that the Council adopts the Parking Guidelines as a material consideration in the assessment of planning applications.

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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