

**Decision Maker:**      **Development Control Committee**

**Date:**                      **8 March 2011**

**Decision Type:**      Non-Urgent                      Non-Executive                      Non-Key

**Title:**                      **PARKING POLICY CHANGES**

**Contact Officer:**      Peter Martin , Head of Strategy and Renewal  
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**Chief Officer:**              Bob McQuillan, Chief Planner

**Ward:**                      N/A

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1.    Reason for report

Amendments made to PPG13 *Transport* outlined in letters from DCLG have resulted in the abolition of maximum residential parking standards. Local authorities will still need to set parking standards for their areas, but it will be for them to determine what that standard should be, depending on individual circumstances. Members are asked to adopt for development control purposes a more flexible approach to residential parking standards when considering planning applications.

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**2.    RECOMMENDATION(S)**

Members are asked to agree:

- 2.1 That work continues on gathering evidence to develop an appropriate set of residential parking standards to reflect circumstances in different parts of the Borough and that such standards are incorporated into the Local Development Framework in due course.
- 2.2 That a more flexible approach is adopted to the provision of off street parking spaces in new residential development and that planning applications are considered on their individual merits in the light of the particular circumstances of the locality.

### Corporate Policy

1. Policy Status: Existing policy.
  2. BBB Priority: Quality Environment.
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### Financial

1. Cost of proposal: No cost
  2. Ongoing costs: N/A.
  3. Budget head/performance centre: Planning Division Budget
  4. Total current budget for this head: £3.3M
  5. Source of funding: Existing revenue budget
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### Staff

1. Number of staff (current and additional): 103.89 ftes
  2. If from existing staff resources, number of staff hours: N/A
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### Legal

1. Legal Requirement: Statutory requirement.
  2. Call-in: Call-in is not applicable.
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### Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Those who make planning applications for development in the Borough
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### Ward Councillor Views

1. Have Ward Councillors been asked for comments? N/A.
2. Summary of Ward Councillors comments: N/A

### 3. COMMENTARY

- 3.1 The Department of Communities and Local Government's Chief Planner wrote to all local planning authorities in England on 14<sup>th</sup> January to inform them of the Ministerial announcement made on 3 January 2011, outlining the Government's position on certain aspects of parking policy and electric vehicle infrastructure.
- 3.2 The Government has changed some of the text in Planning Policy Guidance 13: *Transport* (PPG13) "...to better reflect localism." The letter goes on to say: "The Government's position on parking standards is that local authorities are best placed to take account of local circumstances and are able to make the right decisions for the benefit of their communities. As such, the central requirement to express "maximum" parking standards for new residential development has been deleted. Local authorities will still need to set parking standards for their areas, but it will be for them to determine what that standard should be, depending on individual circumstances.
- 3.3 Similarly, the Government believes it is for the local authority to decide what its parking charges should be. Therefore, the reference to using parking charges to encourage the use of alternative modes has also been deleted. The exact changes to the text of PPG13 are set out in [an annex to this report] but the remainder of PPG13 remains unchanged.
- 3.4 As part of the announcement, the Government has also taken the opportunity to encourage electric vehicle charging infrastructure in new development, where this does not affect the development's overall viability; and has signalled its intention to proceed with proposals to introduce permitted development rights for electric vehicle charging points."
- 3.5 The decision to enable local authorities to set their own parking standards and to take account of local circumstances when determining planning applications for new residential development is welcomed. Maximum residential car parking standards are set out in Table A4.2 of the current London Plan (Feb 2008). Bromley's UDP was required to conform with the London Plan hence the standards, set out in Appendix II of the UDP broadly conform with those of the London Plan. The draft London Plan (Oct 2009) also contains residential car parking standards (in Policy 6.13, Table 6.1) that do not differ from those in the current adopted London Plan. In January 2010 Bromley Council objected to the continuing use of residential maximum parking standards in Outer London which is resulting in unsatisfactory residential development and excessive on-street parking.
- 3.6 The draft London Plan was the subject of an Examination in Public in the summer of 2010 and the report of the Panel is expected shortly. Some revisions to the policy may be needed before the draft London Plan is adopted or early revisions made to take account of the amendments to PPG13. In the meantime, there is considerable uncertainty concerning the status of parking standards in the London Plan in the context of Ministerial statements on the issue and the changes to PPG13 (also changes to PPS3 *Housing* and PPS4 *Planning for Sustainable Economic Development*).
- 3.7 Work will continue on gathering evidence to develop an appropriate set of residential parking standards to reflect circumstances in different parts of the Borough. It is expected that new standards expressed as minimum requirements could be incorporated into the Local development Framework in due course. In the meantime, a more flexible approach to the provision of off street parking spaces in new residential

development is suggested and that planning applications are considered on their individual merits in the light of the particular circumstances of the locality.

#### 4. POLICY IMPLICATIONS

- 4.1 Maximum residential car parking standards are set out in Table A4.2 of the current London Plan (Feb 2008). Bromley's UDP was required to conform with the London Plan hence the standards, set out in Appendix II of the UDP broadly conform with those of the London Plan. It is not possible to alter the UDP polices at this stage and new parking standards will need to await the preparation of the LDF.

<b>Non-Applicable Sections:</b>	Financial, Legal and Personnel Implications
Background Documents: (Access via Contact Officer)	Planning Policy Guidance 13: Transport (updated Nov 2010).

## **ANNEX - CHANGES TO PLANNING POLICY GUIDANCE 13: TRANSPORT (PPG13)**

Paragraph 49 of the 2001 Planning Policy Guidance Note 13: *Transport* is deleted.  
Paragraphs 49, 51, 54 and 56 of the 2010 Planning Policy Guidance Note 13: *Transport* are hereby amended as follows:

### **“Parking**

49. Policies on parking should be coordinated with proportionate parking controls and charging set out in the local transport plan, and should complement planning policies on the location of development.

### **Parking Standards**

51. Policies in development plans should set levels of parking for broad classes of development. Standards should be designed to be used as part of a package of measures to promote sustainable transport choices and the efficient use of land, enable schemes to fit into central urban sites, promote linked-trips and access to development for those without use of a car and to tackle congestion.

54. It should not be assumed that where a proposal accords with the relevant local parking standard it is automatically acceptable in terms of achieving the objectives of this guidance. Applicants for development with significant transport implications should show (where appropriate in the Transport Assessment) the measures they are taking to minimise the need for parking.

56. As part of an overall approach on parking, covering both the local transport plan and development plan, local authorities should adopt on-street measures to complement land use policies. Local authorities should set out appropriate levels and charges for parking which do not undermine the vitality of town centres. Parking enforcement should be proportionate.”