

Draft Policy LP13 - Parking Provision in New Development

Link to draft policy and comments in full received from the draft consultation stage:

<https://west-norfolk.objective.co.uk/portal/lpr2019/lpr2019?pointId=s1542884517935#section-s1542884517935>

Consideration of issues:

The comments made relate to the County Council's Parking Standards which we have translated into the policy. The comments made have been discussed with County Council officers. As the parking standards are expressed as a minimum, there is considered to be no need to change the policy in relation to the points made about '4 bedroom 4 car properties'. In relation to the points made about garage sizes this could be addressed in the policy by retaining the requirement for a minimum size of 7 x 3m if there is no separate cycle storage or 5.5 x 3m if separate cycle storage/other storage is available.

The resulting changes recommended to the policy and supporting text are set out below.

Officer Recommendations to Task Group:

The Task Group is recommended to:

- 1. Amend Policy LP13 clause 2 as follows: "but garages under 7m x 3m (internal dimensions) will not be counted. Garages should be a minimum size of 7 x 3m (internal dimensions) if there is no separate cycle storage/other storage or 5.5 x 3m if separate cycle storage/other storage is available (where no garage/storage provision is provided as 2 above).**

Policy Recommendation:

Policy LP13 – Parking Provision in New Development

Residential dwellings

1. New dwellings (including flats and maisonettes) will be required to include car parking to the following minimum standards:

- a. one bedroomed unit – 1 space per dwelling;
 - b. two or three bedroomed unit – 2 spaces per dwelling;
 - c. four or more bedroomed unit – 3 spaces per dwelling.
2. This provision may include under-croft parking and car ports providing these have no other use, ~~but garages under 7m x 3m (internal dimensions) will not be counted.~~ Garages should be a minimum size of 7 x 3m (internal dimensions) if there is no separate cycle storage/other storage or 5.5 x 3m if separate cycle storage/other storage is available (where no garage/storage provision is provided as 2 above).
3. Reductions in car parking requirements may be considered for town centres, and for other urban locations where it can be shown that the location and the availability of a range of sustainable transport links is likely to lead to a reduction in car ownership and hence need for car parking provision.
 4. Each dwelling will also be required to provide a minimum of one secure and covered cycle space per dwelling.

Other developments

5. For developments other than dwellings car parking provision will be negotiated having regard to the current standards published by Norfolk County Council.

Supporting text:

Policy LP13 Parking Provision in New Development Policy (previously DM17)

Introduction

5.8.1 Provision of adequate parking provision with new development is important for accessibility, safety and the amenity of neighbouring occupiers. However, excessive parking provision has its own costs and drawbacks. There is a difficult balance to be made between the various complex issues involved. These include those mentioned by the National Planning Policy Framework for the accessibility of development:

- the type and mix of development;
- the availability and opportunities for public transport;
- local car ownership levels; and an overall need to reduce the use of high emissions vehicles.

Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Promoting sustainable transport
- National Planning Policy Framework: Delivering a sufficient supply of homes
- Strategic Policy LP12: Transportation
- Norfolk County Council: Parking Standards for Norfolk 2007 (currently under review)

Policy Approach

5.8.2 Having a parking standard for new residential dwellings is desirable because this provides certainty for developers and neighbours of how this will be treated. The dwelling standard proposed is derived from past practice and experience in the Borough and the advice of Norfolk County Council as local highways authority.

5.8.3 Dwellings are predominantly travel origins as opposed to destinations. Previously parking standards have attempted to reduce car use by restricting parking spaces at origin and destinations. It is now recognised that providing a reduced number of parking spaces at a travel origin does not discourage people from owning a car. Therefore parking standards for dwellings are treated as a minimum standard.

5.8.4 Types of development other than dwellings are both less common in the Borough, and more likely to need a tailored approach according to the particularities of the development and its location. Therefore generally the policy supports the practice of having regard to the standards published from time to time by Norfolk County Council.

Sustainability Appraisal:

LP13 Parking Provision in New Development

This policy is very similar, to the draft policy and the sustainability appraisal of that. The proposed policy was assessed as having a likely positive effect.

LP13: Parking Provision in New Development																							
Policy	SA Objective:																				Overall Effect		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		+	-
LP13	0	0	0	0	0	0	+/-	+	0	0	0	0	0	0	0	+	0	0	0	0	+3	-1	Likely Positive Effect +2
Draft LP13	0	0	0	0	0	0	+/-	0	0	0	0	0	0	0	+	+	0	0	0	0	+3	-1	Likely Positive Effect +2
No Policy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Likely Neutral Effect 0

Appendix 1: Summary of Comments & Suggested Response:

Consultee	Nature of Response	Summary	Consultee Suggested Modification	Officer Response / Proposed Action
Mrs Sarah Bristow	Object	5 Economy and Transport 5.8 LP13 Parking Whilst parking allocation per dwelling is centrally determined, it was felt that these should now be revised with most four-bedroom properties having at least four cars. The lack of parking allocations with developments means that cars are being parked on verges and pavement, which causes its own problems with access for disabled vehicles/prams, etc. leading to vulnerable people walking in the carriageway - a major safety hazard. The maintenance issues associated with parking on verges causing ruts which make it impossible for the area to be mowed and kept tidy.		Disagree - the comments made have been discussed with County Council officers. As the parking standards are expressed as a minimum, there is considered to be no need to change the policy in relation to the points made about '4 bedroom 4 car properties'. No change.
Mr Ian Cable	Object	2. It is considered that the requirement for garages to be a minimum of 3 x 7m is overly restrictive and does not allow for creative development.	Amend: 2. This provision may include under-croft parking and car ports providing these have no other use, garages should be a minimum of 5.5m x 3m where a minimum of 4.5m ² secure covered, accessible storage is provided (such as permanent garden shed) or minimum 7m x 3m (internal dimensions). Amend: 4. Each	Agree - The comments made have been discussed with County Council officers. In relation to the points made about garage sizes this could be addressed in the policy by retaining the requirement for a minimum size of 7 x 3m if there is no separate cycle/other storage or 5.5 x 3m if separate cycle storage/other storage is available.

Consultee	Nature of Response	Summary	Consultee Suggested Modification	Officer Response / Proposed Action
			dwelling will also be required to provide a minimum of one secure and covered cycle space per dwelling (where no garage/storage provision is provided as 2 above).	
Mr D Russell	Object	2. It is considered that the requirement for garages to be a minimum of 3 x 7m is overly restrictive and does not allow for creative development.	<p>Amend: 2. This provision may include under-croft parking and car ports providing these have no other use, garages should be a minimum of 5.5m x 3m where a minimum of 4.5m² secure covered, accessible storage is provided (such as permanent garden shed) or minimum 7m x 3m (internal dimensions).</p> <p>Amend: 4. Each dwelling will also be required to provide a minimum of one secure and covered cycle space per dwelling (where no</p>	Agree - The comments made have been discussed with County Council officers. In relation to the points made about garage sizes this could be addressed in the policy by retaining the requirement for a minimum size of 7 x 3m if there is no separate cycle/other storage or 5.5 x 3m if separate cycle storage/other storage is available.

Consultee	Nature of Response	Summary	Consultee Suggested Modification	Officer Response / Proposed Action
			garage/storage provision is provided as 2 above).	
Mr & Mrs J Clarke	Object	2. It is considered that the requirement for garages to be a minimum of 3 x 7m is overly restrictive and does not allow for creative development.	<p>Amend: 2. This provision may include under-croft parking and car ports providing these have no other use, garages should be a minimum of 5.5m x 3m where a minimum of 4.5m² secure covered, accessible storage is provided (such as permanent garden shed) or minimum 7m x 3m (internal dimensions).</p> <p>Amend: 4. Each dwelling will also be required to provide a minimum of one secure and covered cycle space per dwelling (where no garage/storage provision is provided as 2 above).</p>	Agree - The comments made have been discussed with County Council officers. In relation to the points made about garage sizes this could be addressed in the policy by retaining the requirement for a minimum size of 7 x 3m if there is no separate cycle/other storage or 5.5 x 3m if separate cycle storage/other storage is available.
Mrs A Cox	Object	2. It is considered that the requirement for garages to be a	Amend: 2. This	Agree - The comments

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		<p>minimum of 3 x 7m is overly restrictive and does not allow for creative development.</p>	<p>provision may include under-croft parking and car ports providing these have no other use, garages should be a minimum of 5.5m x 3m where a minimum of 4.5m² secure covered, accessible storage is provided (such as permanent garden shed) or minimum 7m x 3m (internal dimensions).</p> <p>Amend: 4. Each dwelling will also be required to provide a minimum of one secure and covered cycle space per dwelling (where no garage/storage provision is provided as 2 above).</p>	<p>made have been discussed with County Council officers. In relation to the points made about garage sizes this could be addressed in the policy by retaining the requirement for a minimum size of 7 x 3m if there is no separate cycle/other storage or 5.5 x 3m if separate cycle storage/other storage is available.</p>
Gayton Parish Council	Object	<p>5 Economy and Transport 5.8 LP13 Parking Whilst parking allocation per dwelling is centrally determined, it was felt that these should now be revised with most four-bedroom properties having at least four cars. The lack of parking allocations with developments means that cars are being parked on verges and pavement, which causes its own problems with access for</p>		<p>Disagree - the comments made have been discussed with County Council officers. As the parking standards are expressed as a minimum, there is</p>

Consultee	Nature of Response	Summary	Consultee Suggested Modification	Officer Response / Proposed Action
		disabled vehicles/prams, etc. leading to vulnerable people walking in the carriageway - a major safety hazard. The maintenance issues associated with parking on verges causing ruts which make it impossible for the area to be mowed and kept tidy.		considered to be no need to change the policy in relation to the points made about '4 bedroom 4 car properties'. No change.
King's Lynn Civic Society	Mixed	In Policy LP13 – Parking Provision – again, pursuing a new model of settlement based around transport hubs could offer a real alternative to car ownership and therefore negate the need for parking provision (at least within the larger settlements), as is now the case in places like Cambridge.		Noted.