

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Regeneration and Environment
2.	Date:	6 June 2011
3.	Title:	Car Parking Standards
4.	Directorate:	Environment and Development Service

5. Summary

The car parking standards currently being used when assessing new development proposals were approved by the Council in August 2002 as interim measures. In view of the time that has passed since then, the parking issues that have arisen at some new developments and the recent change to Government policy, revised car parking standards are necessary.

6. Recommendations

Cabinet Member resolves that:-

- i) The attached car parking standards be adopted by the Council and incorporated into the LDF in due course.**

7. Proposals and Details

On 3rd January 2011 the Transport Secretary announced the abolition of limits on car spaces for new homes. The revised Council standards now proposed are based on that change in Government policy as contained in Planning Policy Guidance 13 (as amended), Planning Policy Statement 3 (Housing) and Traffic Advisory Leaflet 5/95 (Parking for Disabled People). The major change to the Council's standards relate to residential parking where minimum rather than maximum standards will now apply. Empirical evidence indicates that levels of car ownership at some residential developments are not related to actual curtilage parking provision such that problems of indiscriminate on street parking can occur to the detriment of convenient access particularly by buses and emergency vehicles. Car parking at non residential developments will continue to be based on maximum standards, some of which are proposed to be slightly modified to accord more closely with Annex D of PPG 13. Accessible parking requirements (previously referred to as parking for the disabled) are updated.

8. Finance

There are no direct financial implications.

9. Risks and Uncertainties

The absence of maximum car parking standards which are consistent throughout the region involves the risk of developers seeking to locate in areas where local authority car parking requirements are less restrictive. Such "perverse" development would not accord with the Council's policies regarding the promotion of Rotherham's economic regeneration through sustainable development. Adopting minimum car parking standards at new residential developments could encourage more reliance on the use of the private car. However, in locations of good public transport accessibility or other available public car parking a residential development proposing a level of parking below the minimum standards may be appropriate and will be considered on its merits.

10. Policy and Performance Agenda Implications

The proposed revisions to the Councils Parking Standards accord with the Sheffield City Region Transport Strategy 2011-2026, in particular policy J, which seeks to 'apply parking policies to promote efficient car use, while remaining sensitive to the vulnerability of urban economies.'

11. Background Papers and Consultation

References : Planning Policy Guidance Note 13 (As amended January 2011)
Planning Policy Statement 3 (Housing)
Traffic Advisory Leaflet 5/95 (Parking for Disabled People)

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