

## Information requested at 20 March 2014 Controlled Parking Zone Review

Q1. Members questioned if the accessibility graph in the Supplementary Planning Guidance was kept up to date.

A1. The graph was periodically updated; the current version was dated 2011.

Q2. Members questioned what was received and accepted as part of the Travel Management Plan.

A2. The Council's car parking requirements for new development are set out in Chapter 8 the Development Guidelines Supplementary planning Document which sets out the maximum ( not minimum) numbers of parking spaces for all types of development based on floor area or number of units. This is broadly in accordance with previous national planning guidance (PPG13) which required local authorities to adopt maximum parking standards and in doing so could not ask developers to provide more car parking than they themselves wish. More recently this requirement has been removed from national policy.

The SPD also makes it clear that within these maximum standards new development will be expected to protect the surrounding areas from overspill car parking which can impact on residential amenity and highway safety. Therefore for any development submitted which includes less than the maximum parking provision as identified by the policy a view must be taken as to whether the shortfall in car parking based on the maximum provision will cause a specific problem but this is assessed on a site by site basis. More recent planning guidance states that development should only be prevented on transport grounds where the impact is severe.

If a development lies within an existing Controlled Parking zone the Council's existing Policy approved in May 1997 by the Plymouth Joint Highways Committee (attached) is relevant whereby any property situated within a Permit Parking Zone that is to be demolished or re-developed should be automatically removed from the list of properties eligible to apply for any form of parking permit. Also where an increase in parking demand occurs as a result of the property having a change of use or being increased to multiple occupancy, removal of the property from the list of properties eligible to apply for a permit will be at the discretion of the Head of Transport Services. As a result new development may be granted, but eligibility for car parking permits can be removed hence reducing the demand for on street parking from that particular development. This is most effective where parking zones operate for all or most of the day. Where parking zones operate for only 1 or 2 hours the impact of any exclusion will be more limited, and the SPD requires that development make a contribution to the parking requirement (SPD para 8.5.4) .

Outside of the CPZs, parking controls are not extensive and problems can be experienced with increasing demand for on-street parking by new residents competing with the demands of the existing residents, local businesses and servicing together with

parking by commuters. Again the guidance requires that maximum car parking standards apply to new development whilst at the same time protecting surrounding streets from overspill parking; and reductions in accordance with accessibility drawing shown in Diagram 8.1 might be appropriate.

It might be considered that current parking policy should be updated to take account of changes to National Planning Policy and changes to the guidance which no longer require Councils to apply maximum car parking standards. Extending the hours of operation of existing CPZ's would be more effective at controlling car parking from new development and an updating of the 1997 Policy relating to the exclusion of new development from CPZ's could also be considered.