

AGENDA ITEM

REPORT TO PLANNING COMMITTEE

8 December 2010

**CORPORATE DIRECTOR OF
DEVELOPMENT AND
NEIGHBOURHOOD SERVICES**

LOCAL DEVELOPMENT FRAMEWORK: REVISED SUPPLEMENTARY PLANNING DOCUMENT 3: PARKING PROVISION IN DEVELOPMENTS CONSULTATION.

SUMMARY

1. This report advises members that Supplementary Planning Document 3: Parking Provision for New Developments has been revised and retitled Parking Provision in Developments. The SPD is part of the Local Development Framework and sets out guidance for applicants for planning permission on the parking standards requirements associated with development in the Borough.
2. The SPD has been revised and updated to reflect changes in Government guidance since the original SPD was adopted in 2006. The opportunity has also been taken to clarify and amend other minor aspects of the document and link it to the Core Strategy, particularly Policy CS2: Sustainable Transport. The public and stakeholders are to be invited to make comments on the content of the SPD in February and March 2011. Following this, any comments made will be taken into account where appropriate and it is anticipated that the document will be adopted as part of the Local Development Framework later in 2011.

DETAIL

3. The Parking Provision in New Developments Supplementary Planning Document (SPD) was first adopted in 2006. In addition to being one of the earliest documents adopted as part of the Local Development Framework, it also constitutes a chapter of the Tees Valley Design Guide and Specification for Residential and Industrial Estate Development. The document has now been revised to take into account new guidance, particularly Manual for Streets (published in 2007) and its companion document, Manual for Streets 2 (published in 2010). It has also been retitled 'Parking Provision in Developments'.
4. SPDs are used to give further guidance and detail to applicants for planning permission and the wider community on policies set out in DPDs. The previous version of this SPD related to Policy GP1 of the 1997 Stockton-on-Tees Local Plan; however, when the Core Strategy was adopted, Policy GP1 was deleted. This revised version of the SPD provides further detail and guidance to Core Strategy Policy CS2: Sustainable Transport which states that 'The number of parking spaces in new developments will be in accordance with standards set out in a new Supplementary Planning Document'.
5. Revisions to the SPD's content are largely related to the context and guidance contained in the document, rather than the standards themselves, although these have been altered where appropriate. The main changes to the document include:
 - Clarification and standardisation of terms (for example, Practitioner replaces Doctor), and the inclusion of a glossary;

- Expansion of the role of travel plans in developments to ensure sustainable development is encouraged;
- Clarification of the Stockton Town Centre boundary and standards in other areas of the Borough;
- Addition of guidance on electric charging points;
- Updated guidance on some aspects of car and cycle parking to reflect the latest research;
- Introduction of a section on safer car parking
- Guidance on Sustainable Urban Drainage Systems (SUDS) and the adoption of car parking within the highway where relevant has been expanded.

6. The following standards have also been revised:

- Dwellings: Cycle parking has been included
- Flatted Development: Cycle parking provision has been increased
- Parking standard for Houses in Multiple Occupation included
- Sheltered Housing category 1: Included cycle parking provision
- Parking provision has been increased
- Sheltered Housing category 2: Parking provision has been increased
- Residential Care Homes for the Elderly: Included cycle parking for visitors and staff
- Residential Institutions: Cycle parking for visitors included
- Health Centres: Cycle parking standard changed
- Specialist Clinics: Cycle parking standard changed
- Hospitals: Car parking standard removed – to consult Highway Authority
- Primary Schools & Secondary Schools: Cycle parking in conjunction with a school travel plan
- Nursery Schools: Provision of cycle parking included
- Hot Food Take aways: New parking standard included
- All use classes now include parking provision for people with disabilities.

7. The SPD is intended to begin its statutory public consultation period in February and March 2011. Following this, any comments made will be taken into account where appropriate and it is anticipated that the document will be adopted as part of the Local Development Framework later in 2011.

8. SPD 3: Parking Provision in New Developments is available in the Members' Library and on the Electronic Members' Library (accessible through the Council Intranet).

NEXT STEPS

9. Following consideration by planning committee the report will be referred to Cabinet on 16 December 2010 for Members agreement

RECOMMENDATION

10. Members are recommended to: -

- i) Note the content of and provide comment on the report

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Background Papers

PPS3: Housing
PPG13: Transport
Stockton on Tees Core Strategy

Financial Implications - The cost of producing the Parking in Developments SPD is being met through current budgetary provisions.

Environmental Implications – The Parking in Developments SPD seeks to improve the design and sustainability of new developments and subsequently reduce their environmental impacts.

Community Safety Implications – The Parking in Developments SPD includes guidance on ensuring the design of car parks and other parking areas contribute to community safety.

Human rights Implications – The provision of the European Convention of Human Rights 1950 has been taken into account in the preparation of this report.

Ward and Ward Councillors – The Parking in Developments SPD is equally relevant to all Wards and Ward Councillors.