

SEVENOAKS JOINT TRANSPORTATION BOARD – 22 SEPTEMBER 2009

PLANNING PARKING REGULATIONS

Report of the: Local Transport and Development Manager

(Sevenoaks and Tunbridge Wells)

Status: For Member Information

Chairman Cllr. Coates

Head of Service Head Of Transportation and Planning(KHS)-David Hall

Recommendation: That the report be noted.

Background:

- 1 This report has been prepared at the request of the Joint Transport Members for their information.
- 2 The report aims to provide information on the documents used by Kent Highway Services (KHS) on behalf of Kent County Council as consultees for planning applications that have a highway or transport implications received from Sevenoaks District Council who are the Local Planning Authority (LPA) in these matters.

Discussion

- 3 There have been discussions between Sevenoaks DC, Kent County Council and other local planning authorities in Kent on the protocols around the extent of consultation and input into the development control process by KHS development planners.
- 4 One of the areas that has been the cause of a great deal of discussion recently and perhaps some misunderstandings relate to the guidelines being used and application of these guidelines to the provision of parking on residential and commercial developments. In particular what are the guidelines and who has the responsibility for making the decision on these?
- 5 For most planning applications in Kent, district councils are the local planning authorities. Certain applications are referred to Kent Highway Services (acting on behalf of Kent County Council as the local highway authority) for recommendations to be made in respect of highway and transport aspects. The Kent Development Control Scheme (KDCS) includes in its Appendix 4 the

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basis for referral. This, in turn, makes reference to the "General Development Planning Order". (GDPO), This shows the types of development for which KHS (KCC) is a statutory consultee.

- 6 For planning applications referred for consultation, KHS consider the safety and convenience of all road users in relation to how a proposed development will impact on the highway considering the most immediate impacts, such as safety at the access point, parking, and effect upon any local proposed highway improvements. The district council considers the recommendations of all statutory consultees including KHS and makes the final decision as to whether planning consent should be given.
- 7 The application of national maximum standards for residential developments in PPG 13: Transport 2001, caused a considerable level of disagreement with the "broad brush, one standard fits all" approach for parking where maximum standards were being advocated to move towards sustainable developments.
- 8 Concerns expressed following the publishing of this document included the consideration of what in practice was a suitable standard for local planning authorities to work to. Large urban areas that had a good level of public transport alternatives were not appropriate for counties such as Kent with a dispersed community and more local flexibility was needed.
- 9 In Kent the local planning authorities had difficulty in applying this approach in the local context and in the national document Planning Policy Statement 3: Housing, more locally determined requirements are suggested keeping in mind the degree of sustainable alternative modes of transport and the location of the development.
- 10 At the same time as these changes were coming through the planning system the Kent and Medway Structure Plan, Special Planning Guidance 4 was produced by KCC in consultation and with the LPAs. This was intended to provide advice and guidance in the transitional period until the Structure plan was replaced and to give some help in the preparation of Local Development Framework documents.
- 11 In July 2009 the Kent and Medway Structure Plan ended and is replaced by the Regional Spatial Strategy Plan. At the request of the LPAs, KCC produced and consulted on an Interim Guidance Note 3 (Parking). This was approved by the Kent Planning Officer Group and recommended for adoption by the LPAs for development control purposes and local development framework use. This document is to be submitted for approval to the KCC cabinet member.
- 12 Interim Guidance Note 3 (Parking) is for residential developments only and not for commercial developments. For commercial developments parking requirements are assessed using the TRICS database for local developments.

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- 13 KHS bear in mind in assessing the proposed parking arrangements, the provision of suitable parking provision off the highway in the context of the local highway network and existing parking arrangements together with sustainable alternative modes of transport available.
- 14 Each development proposal is assessed on a site-specific basis by KHS before making recommendations to Sevenoaks District Council, however ultimately it is for the Sevenoaks DC to make the final decision on these and other matters.

Summary

- 15 KHS makes recommendations on applications received from the Sevenoaks District Council based on the categorisation of applications in General Development Planning Guidance Order using the documents listed below.
- 16 KHS consider applications on a site by site basis and discussions take place with the Sevenoaks Development Control team throughout this process to ensure that KHS's views are understood. Where issues such as the location, and the number of parking spaces have been identified then KHS work with the Sevenoaks District Council development control team to resolve these if possible.
- 17 The majority of planning applications received by Sevenoaks District Council that have a highway and transport element are not referred to KHS for consultation and the Sevenoaks DC carry out the assessment of parking provision, access and associated highway issues. KHS work closely with the District Council when requested and give advice and guidance as necessary.
- 18 The adoption of the Interim Guidance Note 3 (Parking) by Sevenoaks District Council would ensure a consistent local approach to parking requirements in the Sevenoaks district. However it is important to recognise that we are still in a period of transition in this matter and there may be applications currently being considered that have to be assessed based on previous guidance.
- 19 Commercial developments are not included in the current Interim Guidance Note 3 and these will be assessed by KHS using the TRICS database that provides national, regional and locally derived information on parking requirements.

Reference Documents

- 20 The following is a list of documents that are used by KHS in the development planning and control process when considering the provision of parking on new developments.

- Planning Policy Guidance Note 13:Transport:revised 2001
- Planning Policy Statement 3:Housing 2006
- Regional Spatial Strategy (South East Plan) :2006
- Kent and Medway Structure Plan (*superseded in July 2009 by the South East Plan*)
- Kent Design Guide 2005/6
- Manual for Streets. 2007
- Special Guidance Note 4:2006 (*superseded in July 2009*)
- Interim Guidance Note 3: (Parking) (awaiting adoption by KCC and LPAs)

Conclusion

- 21 The report sets out the roles and responsibilities for KHS and Sevenoaks District Council with regard to the parking provision on proposed new developments.
- 22 With the continuing co-operation that has been developed with the Sevenoaks District Council development control team for joint working and sharing of information, advice and guidance then it will be possible to achieve a high level of consistency in planning application responses both in time and content of responses.
- 23 KHS will work to continue to provide the service as agreed in the planning protocol for the delivery of development planning in the Sevenoaks District.

Sources of Information:

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