

COUNCIL – 12 SEPTEMBER 2017

QUESTIONS FROM COUNCILLORS

QUESTION FROM COUNCILLOR T EYNON TO COUNCILLOR T J PENDLETON

"Residents in my ward, living in Coalville and Hugglescote's traditional Victorian terraced properties, rely on finding on-street residential parking for the vehicles they need to participate in the local economy.

"Residents are experiencing the loss of public garage spaces and on-street residential parking due to new housing developments.

"I understand from County Highways that the Planning Authority is responsible for determining local planning policy regarding the loss on on-street parking and its mitigation.

"What options for retaining, replacing or improving access to on-street residential parking are available to this Authority and what are the barriers and enablers to adoption?"

RESPONSE FROM COUNCILLOR T J PENDLETON

"The Council as local planning authority takes in to account issues relating to highway safety when determining proposals for development. This is not just about the access to a site but what impact will the proposed development have on the wider highway network. In forming a view on this matter, regard is had to the comments of the County Council as the highway authority. A planning application can only be refused for evidenced, legitimate planning reasons. Possible reasons to refuse a planning application therefore might include highway safety. Where no issues have been raised by the highway authority it would be extremely difficult to successfully defend a reason for refusal on planning grounds.

On-street parking might be lost as a result of creating a new access where vehicles currently park or where it is necessary, in highway safety terms having regard to the views of the highway authority, to introduce restrictions (for example double yellow lines). It should be appreciated that there is no right to be able to park on the highway. It may, in some circumstances, be possible to secure the provision of off-street parking for existing residents as part of a proposed new development, for example through the provision of rear accesses to existing properties. In instances where proposals would result in the loss of on-street parking, this would need to be a balanced against all other considerations, and it would be inappropriate to have a blanket approach to such cases as it will depend upon the circumstances of the application, for instance the scale, shape, levels or layout of the site may not facilitate the provision of any additional off-street car parking.

It is worth bearing in mind that some of the older residential areas were built at a time when car ownership was not widespread, and particularly in terraced streets this can result in on-street parking pressure. Changes to the built environment, which take place over time and on their own do not make much difference, can nonetheless have a cumulative impact on the availability of parking. One example of such a change is a growing trend for subdivision of houses, to accommodate multiple households. There are planning and other mechanisms to manage the impacts of this, and we will carefully consider the optimal policy approach as part of a review of the local plan. Robust empirical evidence concerning these issues is not available, and until it is, we are not able to implement a policy".