

ANGUS COUNCIL**ROADS COMMITTEE****11 JUNE 1998****DEVELOPMENT CONTROL COMMITTEE****18 JUNE 1998****CAR PARKING STANDARDS**
FOR HOUSING ASSOCIATION DEVELOPMENTS**REPORT BY DIRECTOR OF ROADS****ABSTRACT**

This report deals with parking standards relating to developments by Housing Associations.

1 RECOMMENDATION

It is recommended that the Committee agree that the current Housing Association parking standards as detailed below should continue to be used as a basis for agreeing off street car parking provision for Housing Association developments.

2 INTRODUCTION

On recent occasions at the Planning Committee when applications for planning consent for housing by Housing Associations have been under consideration concerns have been raised regarding the parking provision requirements for these developments which have been generally lower than for similar private housing developments. Subsequently the Director of Planning requested clarification of the Council's standards relating to such developments.

3 DETAILS

Parking standards for private housing standards are:-

Less than 3 bedroom properties 1 space per dwelling (100%)

Not less than 3 bedroom properties 2 spaces per dwelling (200%)

Visitor parking at 1 space per 3 dwellings should also be provided in out of centre sites

At present no specific parking provision is currently laid down in Angus Council Road Standards for Housing Association developments and in the past the above standard was recommended. However the Associations advised the Council that due to the size of property, nature of tenure, etc their car ownership is significantly less than for similar private developments. It has therefore been accepted that car parking requirements tend to be lower than for similar private developments.

As a result a 'rule of thumb' standard was devised to cover developments of this type based on the following:-

Single person(1Apt) and one bedroom (2Apt) flats 1 space per 2 dwellings (50%)

Two bedrooms flats/houses 3 spaces per 4 dwellings (75%)

Three bedroom houses 1 space per dwelling (100%)

More than 3 bedroom houses 2 spaces per dwelling (200%)

Visitor parking at 1 space per 3 dwellings should also be provided in out of centre sites

In town centre 'brown field' sites the developments are mainly single and two bedroom flats which results in quite a low overall parking provision requirement but it

is generally considered acceptable as the flats are rented mainly by young or elderly single persons or couples and being close to amenities a car is not a high priority.

On more suburban 'greenfield' sites the mix of housing tends to be different with a greater emphasis on larger family housing which results in higher parking provision. As with all such developments other circumstances such as local amenities, public transport provision, etc are also taken into consideration but notwithstanding the above rule of thumb it may be appropriate that an overall provision of not less than 1 space per dwelling be considered a minimum.

In order to compare the situation in Angus with that elsewhere, requests were made to all Scottish Councils for copies of their current car parking standards and a significant number of replies were received.

Many Councils make no specific provision for Housing Association developments but make a general statement which permits reduced standards in circumstances such as town centre locations etc whilst several Councils on the other hand make no provision for any reduction in standards.

Of those Councils which do recommend specific figures these range from 1 space per 5 dwellings to 1.5 spaces per dwelling irrespective of the proposed accommodation. The matter is also further complicated by the introduction within such developments of 'shared ownership' and the prospect that in time these properties may be available for sale to the tenant.

Notwithstanding the above it is considered that it is appropriate to link car parking provision to accommodation as it can be expected that the more bedrooms a house has then the more car users might live in that house. As such in general terms the above 'rule of thumb' standard has been used successfully up to now and appears to be acceptable to the Housing Associations although where shared ownership or housing for sale is proposed then the parking provision should be as for a similar private development.

4 FINANCIAL IMPLICATIONS

There are no financial implications resulting from this report.

5 CONSULTATION

The Chief Executive, the Director of Law and Administration, the Director of Finance, the Director of Planning and Transport and the Chief Constable have been consulted in the preparation of this report.

6 CONCLUSION

The present 'standard' for Housing Association developments appears to be acceptable to the Associations and is not causing any significant traffic problems. It should therefore continue to be used as a basis for parking provision for such developments while taking into account other material considerations relating to individual development sites.

Dr Bob McLellan
DIRECTOR OF ROADS

NOTE

No background papers as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

DAM/JSG
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