



**MID DEVON LOCAL PLAN REVIEW 2013 – 2033**

Proposed Submission (incorporating proposed modifications) Examination

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**Main Hearings - Hearing 4: Tuesday 19<sup>th</sup> February 2019**

**Matters and Issues**

**Development Management Policies**

**Statement of Mid Devon District Council**

<b>ISSUE 4</b>	<b>Does Draft Policy DM5 (Parking) sit comfortably with the (previous version of) the Framework?</b>
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**4) Does Draft Policy DM5 (Parking) sit comfortably with the (previous version of) the Framework?**

4.1 Yes, Policy DM5 (Parking) sits comfortably with the 2012 NPPF and draws from its content at paragraphs 35 and 39.

4.2 Criterion a) mirrors the first and third bullets of paragraph 39 in relation to the accessibility of the development and availability of public transport.

4.3 Criterion b) restates the second bullet of paragraph 39 for the type, mix and use of development.

4.4 The final sentence of Policy DM5 accords with the fourth bullet of paragraph 35 through seeking infrastructure for electric vehicles.

4.5 The 2012 NPPF allows Local Planning Authorities to set their own local parking standards and sets out factors in paragraph 39 that need to be taken into account: including the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and, an overall need to reduce the use of high emission vehicles

- 4.6 Policy DM5 is justified since the parking standards it sets out take into account the above factors, and they are based on proportionate evidence.
- 4.7 Policy DM5 requires a minimum of 1.7 car park spaces per dwelling (which is an average across a development). Detailed explanation for how this standard has been calculated is set out in paragraph 10 of the Council's adopted "The provision of parking in new development" Supplementary Planning Document (June 2013). The standard takes into consideration data from the 2011 Census (car ownership per household) and data recorded in the Mid Devon Annual Monitoring Reports since 2006 for bus provision to 55 villages in the district. This has shown a steady decline in the number of daily services to these settlements. Mid Devon is a rural district, and there will be a need to provide sufficient car park spaces where there is a continued reliance on the use of private cars.
- 4.8 The parking standards are expressed as minimums but with flexibility for variation which must be justified on a case by case basis. Minimum levels of provision have been set in recognition that restricting the amount of available parking has not had a direct impact on levels of car ownership, and where maximum standards are set, combined with increasing car ownership, this can lead to inappropriate and anti-social parking.

*Policy DM5 and 'sound' Local Plan Part 3 Policy DM8*

- 4.9 Policy DM5 has been carried forward in an almost identical form Policy DM8 in the adopted Local Plan Part 3 Development management policies DPD (**LDO03**). This DPD was subject to an examination in public in March 2013 and has been found sound by a Planning Inspector for the Secretary of State. Local Plan Part 3 Policy DM8 has therefore been examined in the context of the 2012 NPPF and an almost identical version is now included in the Local Plan Review.
- 4.10 Policy DM5 differs from Local Plan Part 3 Policy DM8 through:
- The inclusion of the word 'and' at the end of criterion a).
  - Replacing the words "electric vehicle infrastructure' replaced with 'infrastructure for electric vehicles'.
  - Deletion of reference to Bampton from the table in relation to A2 uses. This is since Bampton no longer has a town status in the Local Plan Review's settlement hierarchy.