

Development Management Plan Regulation 19 Consultation Fact Sheet

Transport, Access and Parking

This note covers:

- Access, parking and servicing related to all types of development
- Airport Car Parking

| DMP objectives | DMP Policy Approach | Document Ref |
|---|--------------------------------------|---------------------------------|
| SC6: Require new developments to provide adequate parking, whilst recognising the need to encourage sustainable transport choices, particularly in the most accessible locations. | TAP1 – Access, parking and servicing | Theme 2, Section 3, pages 48-50 |
| SC7: Ensure new developments are served by safe and well-designed access for vehicles, pedestrians, and cyclists. | TAP2 – Airport car parking | Annex 4, pages 175-183 |

Context

There are increasing levels of movement from those who live, work, visit and travel in the borough and new development has a role to play in ensuring that this increased demand does not adversely affect the efficiency and safety of the local transport network.

Encouraging greater uptake of sustainable travel options and reducing the use of private cars can help to reduce these impacts as well as encouraging healthier lifestyles through walking and cycling. However, it is recognised that car travel will continue and therefore appropriate parking provision is necessary to ensure that parking does not detract from the character of the area or put pressure on local roads. Good design of new development is also important, including for access and servicing, to minimise impact on the street scene and protect public safety.

Development Management (DMP) policy starting point

The starting point for the policy approach to transport, parking and access is:

- [National planning policy](#), which requires transport policies to contribute to sustainable development and health objectives. Development should protect and exploit opportunities for the use of sustainable transport including; prioritisation of walking, cycling, and high-quality public transport options, consider the needs of people with disabilities, create safe and secure layouts and accommodate facilities for low-emission vehicles. Developments which generate significant amounts of travel should be located in places where the use of sustainable transport can be maximised and are required to provide a Travel Plan.
- The Council's adopted [Core Strategy](#), which summarises the strategy in relation to travel and transport will be managing demand, improving efficiency of the network and improving sustainable transport choice. Parking standards will be relative to patterns of car ownership and the needs of sustainability.
- The [Parking Standards Background Paper](#), which describes the approach taken and the evidence used to determine the parking standards. The standards are based on census data

of car ownership and dwelling types in the borough, forecasted through to 2027 to determine the number of parking spaces that will be required per new house or flat.

Summary of policy approach

Safe and Convenient Access: Developments must not increase the risk of congestion or accidents on the roads, and should provide for safe access by pedestrians and cyclists as well as cars, with pedestrian and cycle routes throughout the site. All roads must be designed to current standards/guidance and provide adequate circulation, turning space and visibility.

Parking: Adequate car and cycle parking should be provided, and development should not have an unacceptable impact on on-street parking. For residential developments, parking provision will be based on the accessibility of the development, as measured by its proximity to train stations and town and local centres, with less accessible developments having a higher minimum level of parking.

Travel Plans: Developments that are likely to generate significant amounts of movement must provide a transport assessment or statement that will demonstrate how that movement will be managed.

Reducing Emissions: All new developments will be required to provide electric vehicle charging points. Other initiatives to increase sustainable travel and reduce the frequency of individual private car journeys (i.e. car pool clubs) will be encouraged.

Airport Parking: Proposals for additional or replacement airport parking will not be permitted.

Frequently asked questions

Will there be an increase in car parking spaces? New development will be expected to provide parking for cars, bikes and visitors in line with standards. Annex 4 of the DMP (pages 175-183) sets out the standards for non-residential uses and the approach for residential parking standards, which will take account of accessibility, size and type of dwelling in allocating spaces. This approach enables the level of parking to reflect local circumstances and need.

What about existing problems with parking? New development must consider the collective impacts of development in the locality and address these as appropriate. However, the DMP cannot address specific parking problems in existing developments.

How will active travel be encouraged? New developments will need to provide pedestrian and cycle routes through their sites, which will connect with wider networks in the area – with a focus on encouraging walking and cycling networks in and to town centres. Highway design and access in and around new developments must also provide safe access to cyclists and pedestrians.

Why do you not support an increase in airport car parking? We believe that sites within the airport boundary are the most sustainable for airport parking. In addition, the airport operator is responsible for meeting targets to increase sustainable travel to the airport, and controlling airport related parking will assist with this.

Have your say

If you would like to find out more, or comment on the Development Management Plan Regulation 19 consultation document, please visit www.reigate-banstead.gov.uk/DMP where the full set of consultation documents is available, and where you can complete or download a comments form. Alternatively contact the Planning Policy Team at LDF@reigate-banstead.gov.uk or 01737 276178.

