



SPELTHORNE JOINT COMMITTEE – 6 DECEMBER 2017

AGENDA ITEM 8

WRITTEN PUBLIC QUESTIONS

Question 1-5

The following questions have been submitted by Mr John Hirsh on behalf on Lower Sunbury Residents' Association (LOSRA).

Members of the Lower Sunbury Residents Association (LOSRA) and its Planning Committee have been concerned with how parking standards have been applied in the consideration of new developments and planning applications.

Given that the top priorities of the Council Highways Authority (CHA) are to 1. Ensure road safety and, 2. To enable the free flow of traffic commensurate with priority 1, the association is concerned that the demand for parking often results in on-street provision, sometimes on busy roads and junctions which appears to be in conflict with these priorities.

Two points of particular concern:

- A recent report on a development seems to be tacitly approving parking on the footway.
- Parking engineers are assessing areas during the day which does not take into account the impact of school runs and rush hour traffic (such as 11am on a week day morning).

Our questions to the committee therefore are:

- 1. Spelthorne's parking standards are enshrined in planning law, so why is it that the CHA does not give its unqualified support to the law when enforcing the standards which are applicable outside Spelthorne's 4 town centres?**

Officer response:

Spelthorne Parking Standards is a Supplementary Planning Guidance (SPG) document. It is not enshrined in planning law. The Parking Standard SPG, like other SPG documents, build upon and provide more detailed guidance about policies in the [Local Plan](#). The Parking Standards SPG builds upon Policy CC3 Parking Provision of Spelthorne Core Strategy and Policies DPD, February 2009. Legally, SPGs do not form part of the [Local Plan](#) itself and they are not subject to independent examination, but they are material considerations in determining [planning applications](#) and are subject to consultation before they are adopted. The parking SPG was adopted by Spelthorne BC on 20 September 2011. The SPG states that outside Spelthorne town centres, the residential parking standards shall be applied as minimum standards. Surrey County Council Parking Standards Document dated January 2012 states that as County Highway Authority, it would only object to a shortfall in parking if it would lead to danger on the highway. It has to be noted that safety is one aspect of parking, however amenity is another aspect. Surrey County Council as County Highway Authority, as stated above, would only object to a shortfall in parking if it were to lead to a highway safety problem. We do not object on amenity grounds and we do not object to parking if provision were to exceed parking standards. Please also see my answer to point 3 regarding highway safety.

- 2. Can the CHA explain how an authoritative highways assessment can be effected at 11am on a weekday morning?**

Officer response:

Site visits have to be carried out during day light hours and within contractual hours. However consideration was given to evenings and weekends when parking demand is likely to be higher than during week days.

- 3. Is the CHA now admitting 'parking partly' on the pavement is acceptable if this is the price to be paid for getting applications through to eventual approval by the LPA?**

Officer response:

It is illegal to park on the footway, but Surrey Police is not enforcing this because they only enforce if parking is causing an obstruction. If pedestrians can pass, then parking partly on the footway is not causing an obstruction that would result in pedestrians having to walk on the carriageway. This does not mean it is legal to park partly on the footway, it just means that the police do not appear to be enforcing the no parking on the footway law unless it is obstructing the highway for reasons that only the police will know.

4. What systems are in place to assess the cumulative impact of successive developments on highways within residential areas?

Officer response:

There is not a formal system in place, however each application is determined on its own merits. If there is likely to be a shortfall in parking that would lead to high demand for on street parking, then a developer could be asked to assess on street parking during the evening and early morning.

5. Under the provisions of the Freedom of Information Act 2000 may I be supplied with data specifying the number of recommendations for refusal by the CHA in respect of all residential developments within the TW16 postal area to cover the last 5 years (expressed numerically or as a percentage of the whole)?

Officer response:

Submitted to CHA for assessment 53
Supported 20
Supported with conditions 31
Further information required 1
Objected 1

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