



Mr Clive Betts MP
Chair
Communities and Local Government Select
Committee
7 Millbank
House of Commons
London SW1P 3JA

The Rt Hon Greg Clark MP
Minister for Decentralisation

**Department for Communities and Local
Government**

Eland House
Bressenden Place
London SW1E 5DU

Tel: 0303 444 3459
Fax: 0207 821 0635
E-Mail: greg.clark@communities.gsi.gov.uk

www.communities.gov.uk

3 January 2011

Dear Clive,

PARKING POLICY CHANGES AND ELECTRIC VEHICLE CHARGING POINTS

National planning policy requires local authorities to set limits for off street parking in residential development. However, evidence suggests that forcing local authorities to adopt parking limits has not led to housing developments which meet the pattern of car ownership in many communities. In new developments these restrictions can lead to significant levels of on-street parking causing congestion and danger to pedestrians.

I have today removed the requirement for local authorities to set maximum parking limits for residential development in their area, and instead have given them the freedom to decide what level of parking is right based on the needs of their local community. In doing so they should have regard to the need to promote sustainable transport outcomes.

I also do not think that Government should tell local authorities how to set parking charges. I am, therefore, also amending planning policy to no longer force parking charges to rise, again giving the freedom to local authorities to set charges that reflect local needs.

Both changes are being made by amending text in Planning Policy Guidance 13: Transport (PPG13). I have attached the changes as an annex to this letter.

As part of this planning announcement, I have also said that we expect local authorities to encourage electric vehicle charging infrastructure in new development, where this does not affect its overall viability, and I have signalled our intention to proceed with proposals to introduce permitted development rights for electric vehicle charging points.

A copy of this letter and revised PPG13 will be placed in the libraries of both Houses.

A handwritten signature in black ink that reads "Greg Clark".

GREG CLARK MP

ANNEX - CHANGES TO PLANNING POLICY GUIDANCE 13: TRANSPORT (PPG13)

Paragraph 49 of the 2001 Planning Policy Guidance Note 13: *Transport* is deleted. Paragraphs 49, 51, 54 and 56 of the 2010 Planning Policy Guidance Note 13: *Transport* are hereby amended as follows:

“Parking

49. Policies on parking should be coordinated with proportionate parking controls and charging set out in the local transport plan, and should complement planning policies on the location of development.

Parking Standards

51. Policies in development plans should set levels of parking for broad classes of development. Standards should be designed to be used as part of a package of measures to promote sustainable transport choices and the efficient use of land, enable schemes to fit into central urban sites, promote linked-trips and access to development for those without use of a car and to tackle congestion.

54. It should not be assumed that where a proposal accords with the relevant local parking standard it is automatically acceptable in terms of achieving the objectives of this guidance. Applicants for development with significant transport implications should show (where appropriate in the Transport Assessment) the measures they are taking to minimise the need for parking.

56. As part of an overall approach on parking, covering both the local transport plan and development plan, local authorities should adopt on-street measures to complement land use policies. Local authorities should set out appropriate levels and charges for parking which do not undermine the vitality of town centres. Parking enforcement should be proportionate.”