

- 6.83 Access to development that will connect to rural roads carrying relatively high speed traffic should be designed according to the need for drivers and other road users to be able to enter safely into such traffic. The advice and guidance in the 'Design Manual for Roads and Bridges' (Department for Transport) will be appropriate in these environments. This is particularly likely to be applicable to developments related to farm diversification or proposals for tourist attractions specific to rural locations.

DP9: Transport Impact of New Development

- 1. Where appropriate, development proposals must demonstrate how they will improve or maximise the use of sustainable forms of transport (particularly by means other than the private car), and shall include, where relevant, the submission of Travel Plans and/or Transport Assessments.**
- 2. Development proposals will be supported where they:**
 - a) make safe and satisfactory provision for**
 - i. access by all means of travel (particularly by means other than the private car);**
 - ii. emergency vehicles;**
 - iii. servicing; and**
 - iv. parking of motor vehicles and cycles, addressing the needs of all including those with a disability.**
 - b) avoid causing traffic or environmental problems within the wider transport network or generating any requirement for transport improvements which would harm the character or locality; and**
 - c) avoid direct access on to a National Primary or County Route where the proposals are outside designated Development Limits, unless access via a National primary or County Route location is essential for the type of development proposed and mitigation on and off site is fully undertaken as part of the development to the satisfaction of the Highway Authority.**

Development Policy 10: Parking Standards

Overview

- 6.84 The availability of vehicle parking can have a significant effect on people's choice of transport. Within a predominantly rural area like Mendip, the private vehicle will remain an important transport mode allowing people to access work, services and other needs. Patterns of movement between towns and rural areas, as well as the terrain involved, limit the degree to which walking and cycling can satisfy needs, whilst limited public transport provision is often not convenient or responsive enough to needs.
- 6.85 On the other hand, providing too much parking can encourage the use of the private vehicle and contribute to the wider issues of congestion, air pollution, disturbance and road safety. The provision of excessive parking, particularly in town centre locations, can also be a wasteful use of land and contribute to localised nuisance.
- 6.86 Successive government policies have sought to strike a balance between these two conflicting positions by promoting development in locations with choices of transport and providing appropriate investment in public transport, cycleways, bike parks, footpath connectivity and so on, whilst at the same time limiting parking provision within defined standards. Current government policy can be found in section 4 of the National Planning Policy Framework.

Somerset Countywide Parking Strategy

- 6.87 Somerset County Council, in consultation with the district and borough councils in Somerset, has produced countywide parking standards that are aligned with both the latest national guidance and local aspirations. These standards are set out in the [Somerset Countywide Parking Strategy](#) which forms part of the Somerset Future Transport Plan (FTP).
- 6.88 The standards in the Strategy cover both residential and non-residential development. Whilst the level of parking they specify should be provided, they are flexible enough to allow deviation from them where specific local circumstances can be justified. For example, developments in more sustainable locations that are well served by public transport or have good walking and cycling links may be considered appropriate for lower levels of car parking provision.
- 6.89 The Strategy also recognises that, as different places need different amounts of parking, standards for the towns and rural areas should vary. This is reflected in the zoning framework set out in the document.
- 6.90 The requirements for car, motorcycle, cycle and blue badge parking are covered in the Strategy. All of these parking types will need to be considered in proposals for new development.

DP10: Parking Standards

New development will be supported where vehicle parking is proposed which is appropriate to the operational needs of the development.

- 1. When assessing what is an appropriate level of parking provision in relation to a development proposal, regard will be had to:**
 - a) The objectives of reducing growth in the use of private vehicles and promoting alternative means of travel**
 - b) The need for on-site provision to prevent problems of highway safety, congestion or visual intrusion in the vicinity of the site**

Standards for specific types of development, whether residential or non-residential, are set out in the latest Somerset Countywide Parking Strategy. Proposals should demonstrate that appropriate parking needs are provided within any given setting that broadly accords with the Strategy.