

**TO: EXECUTIVE  
22 SEPTEMBER 2015**

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**APPROVAL FOR PUBLIC CONSULTION ON A DRAFT PARKING STANDARDS  
SUPPLEMENTARY PLANNING DOCUMENT.**

**Director of Environment, Culture and Communities**

**1 PURPOSE OF REPORT**

- 1.1 The purpose of this report is to seek the approval of the Executive to consult the public and other interested parties on the draft Parking Standards Supplementary Planning Document (SPD) at Appendix A for a six week period as set out in Section 7 of this report.

**2 EXECUTIVE SUMMARY**

- 2.1 The existing Parking Standards Supplementary Parking Document (SPD), 2007 is becoming out-of-date and in need of a review. The Council has undertaken a review of the standards through, for example, research into the parking provision in new residential development; Census 2011 data and officer expertise in preparing a draft SPD for public consultation. Following consultation, all comments received will be taken account of in preparing a final version of the document for adoption in 2016. The adopted Parking Standards SPD will replacing the existing document and will be a material consideration in the determination of planning applications.
- 2.2 There are two documents to be consulted upon, namely:
- The Consultation Draft Parking Standards SPD (Appendix 1); and,
  - The Evidence Review Background Paper (Appendix 2).
- 2.3 The content of draft SPD is structured as follows:
- Chapter 1 provides an introduction and context.
  - Chapter 2 sets out a parking strategy for dealing with existing parking problems using the statutory powers of the council in its role as the Local highways Authority;
  - Chapters 3 sets the preferred options for new parking standards from new development which includes five topic areas, each with a table which sets out the identified alternative options with their pros and cons. This chapter also focuses on the main areas of suggested changes to the existing standards with rationale why.
  - Chapter 4 provides the parking standards tables for new development in full with the preferred changes as reviewed in Chapter 3.
- 2.4 There are five Annexes, four of which are updated versions of those in the existing Parking Standards SPD which relate to the design of car parking, disabled, bicycle and motorcycle parking. The fifth is a new annex related to electric vehicle charging and relates to topic E in the preferred options in Chapter 3.

**3. RECOMMENDATION(S)**

- 3.1 That the Executive:**

- (i) **approves the Consultation Draft Parking Standards SPD at Appendix A and its evidence base at Appendix B for public consultation;**
- (ii) **authorises the Executive Member for Planning and Transport to agree any minor changes to the Consultation Draft SPD and its evidence base prior to the public consultation period.**

#### **4 REASONS FOR RECOMMENDATION(S)**

4.1 Evidence shows that the existing Parking Standards SPD is becoming increasingly out-of-date and does not cover certain issues such as school pick up. There is a need to review the existing SPD which was adopted 8 years ago to better reflect the current parking needs of the Borough. The Consultation Draft SPD includes a strategy for dealing with certain existing parking issues. Consultation is a statutory stage in the process of adopting a new SPD so that it becomes a material consideration in the determination of planning applications.

#### **5 ALTERNATIVE OPTIONS CONSIDERED**

5.1 Not reviewing the Parking Standards SPD would mean the council continuing to implement its existing Parking Standards SPD (2007). This is increasingly out-of-date and does not address parking problems associated with new development such as the low levels of use of domestic garage parking.

#### **6 SUPPORTING INFORMATION**

##### Background to the Parking Standards SPD

- 6.1 The Council has been applying its adopted Parking Standards SPD since 2007. However, as time has passed the need has arisen to review parking requirements to include consideration of guidance on where it may be appropriate to apply standards more flexibly as well as consideration of whether the standards themselves should be changed.
- 6.2 Appendix 1 provides the Consultation Draft SPD for consideration.

##### The Consultation Draft SPD

6.3 The Draft SPD is structured as follows:

Chapter/Title	Content
Chapter 1 – Introduction and context	Context to how and why the SPD is being reviewed.
Chapter 2 - Strategy for Existing Parking Issues	A parking strategy based on measures the Local Highways Authority can take to resolve existing parking issues in the Borough. Some measures will need planning applications to implement but most are normal statutory functions of the Local Highways Authority.
Chapter 3 - Preferred Options for New Parking Standards.	Sets out a preferred option for each topic area and describes the alternative options considered. The main areas of suggested changes are: <ul style="list-style-type: none"> <li>i. Not to include domestic garages as part of the parking provision unless they meet certain size requirements</li> </ul>

Unrestricted

	<p>and have separate storage.</p> <ul style="list-style-type: none"> <li>ii. Revised parking standards for affordable housing. This considers whether the generally lower levels of car ownership in these forms of development could be reflected in a lower standard if supported by evidence which considers issues such as location, accessibility, local circumstances, shared ownership and right to buy.</li> <li>iii. School drop-off and pick-up standards. Each school is different and therefore standards should be applied flexibly on a case by case basis based on evidence.</li> <li>iv. Adapting parking provision for future technology and climate change. This introduces a requirement for a proportion of new parking spaces to be capable of easy conversion to electric point charging should the anticipated demand come forward.</li> <li>v. Revisions and preferred options to the existing parking standards. This sets out the proposed changes to the parking standards tables.</li> </ul>
Chapter 4 - Parking Standards Tables.	This sets out the existing parking standards tables in the current SPD (2007) in black text with suggested changes in blue and highlighted text. These changes relate to the options in Chapter 3 above and some other recommended changes.
Annex A - Design requirements for residential and non-residential parking provision.	These annexes are updated versions of those in the 2007 Parking Standards SPD with new photographs and updated accompanying text.
Annex B - Technical design requirements for disabled parking.	
Annex C - Technical design requirements for cycle parking.	
Annex D - Technical design requirements for motorcycle parking.	
Annex E - Provision for Electric Vehicle Charging	

Evidence

6.4 A supporting background document has also been produced in Appendix B (Evidence Review Background Paper). This background paper sets out the evidence as follows.

*A. Policy and Guidance Requirements.*

6.5 National planning policy and guidance in the NPPF states that parking standards should take account of local accessibility, public transport and levels of car ownership. They should not be set as maximum nor set below a reasonable level. Existing planning policies ensure that development provides adequate levels of parking and promotes sustainable development in accessible locations. The Local

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Transport Plan Policy TP16 Parking sets the Local Highway Authority priorities for parking which include promoting all forms of parking for development including for cycles and electric vehicles. It also promotes improving the quality of existing car parks.

- 6.6 The Draft SPD accords with national and local policy and guidance. For example, introducing potential lower car parking standards for affordable housing schemes is proposed to be on the basis of evidence including proximity to facilities and public transport. The parking standards for residential development also take account of the size of dwellings in terms of the number of bedrooms. The draft SPD promotes electric vehicle charging points in line with the government's aim to reduce vehicle emissions.

### *B. Census 2011 Data*

- 6.7 The findings from analysis of local Census 2011 data are:

- Car ownership has increased slightly from 2001 to 2011.
- The average number of cars per ward in 2011 can be compared to the equivalent figures from the residents' survey (see Appendix 2 Table 1). This shows that most new developments are consistent with the census findings. However, Wykery Copse has a relatively high level of average ownership (1.92 cars/vans per household).
- When combining the households 75.1% of all households in 2011 had either one or two cars/vans (compared to 76.1% in 2001). The current parking standards are consistent with this level of demand which indicates that only minor changes are required.

### *C. Residents Survey of New Developments.*

- 6.8 The New Developments Residents' Survey (Sept 2014) was carried out by consultants 'Qa Research'. The research was carried out during July 2014 and focused on fifteen housing developments built in the last few years. Residents were asked what they liked and disliked about their properties, the developments and the Borough. The responses to questions on parking and other amenities on the developments have been used to prepare the Draft SPD.

- 6.9 The findings of the survey can be summarised as follows:

- Generally, for market housing, the existing residential parking standards meet the recorded levels of car/van ownership - but parking was still seen as a problem for many.
- Garages are under-used for parking cars which can lead to on-street parking problems.
- Garages were cited as being too small for car parking and often used for storage instead.
- Affordable housing development has generally lower car/van ownership levels than market housing which implies that there is a scope for more flexibility in provision.

### *D. Officer Consideration.*

- 6.10 Officers from various departments have had input to the Draft SPD. The views reflected in the SPD include the need for larger garages, adapting parking for electric vehicle charging and ensuring that applications for school accommodation are accompanied by robust evidence to justify how many drop-off and pick-up spaces are provided.

*E. Other Local Authorities.*

- 6.11 Other Local Authority standards have been reviewed including providing larger garages or limiting their use as part of the standards and providing a proposition of new parking space for electric vehicle charging.

*F. Employment Survey and Employment Density Review.*

- 6.12 Qa Research has also undertaken a survey for the Council with local business seeking their views on a number of infrastructure issues including parking. One finding is that they want adequate parking to allow their businesses to grow and thrive.
- 6.13 The employment densities used in the 2007 Parking Standards are out of date (source: Berkshire Employment Density Study (1998)) and need to be revised. Officers consider that many of the densities proposed in the Homes and Communities Agency Employment Densities Guide 2010 (2<sup>nd</sup> edition) are relevant and are considered as preferred options in the Draft SPD. Some are not considered relevant here because they relate to employees rather than customers such as A3 - 5 land uses (Restaurants/Cafes, Drinking Establishments and Hot Food Takeaways). In these circumstances the Council does not propose to review its existing parking standards.

*G. Places of Worship*

- 6.14 Consultation was undertaken with local places of worship on their parking provision and needs. However the responses provided were inconclusive and therefore the preferred option is for the amount of parking provision to be determined on a case-by-case basis subject to evidence.

Conclusions

- 6.15 The current residential standards appear to be consistent with the evidence on car ownership levels. However there remains clear dissatisfaction from some residents with what is happening on the ground. The provision of garages within the standards will need to be addressed. There is a need for flexibility in the application of standards especially where there is clear evidence that lower standards of provision would be appropriate such as for affordable housing. Further analysis will be undertaken to assess whether different formats of parking are more or less effective including the proportion of allocated and unallocated spaces, the balance of on-street and off-street parking and the levels of use of parking courts. Consideration of other matters such as electrical charging should also be undertaken as part of the process.

## **7 Consultation and Future Programme**

- 7.1 The Consultation Draft SPD will undergo full public consultation for a statutory 6 week period from Monday, 19<sup>th</sup> October until Monday, 30<sup>th</sup> November 2015. The consultation will seek views from the public, town and parish councils, developers, agents, businesses and other interested parties. Copies of the Draft SPD and its supporting information will be placed in libraries and town/parish offices for inspection. All documentation will also be available on-line using the Council's consultation portal.
- 7.2 The future programme for the Draft SPD is:
- Public consultation – October/November 2015.

- Consideration of comments received and revision of Draft SPD – December 2015 – January 2016
- Executive Adoption of Parking Standards SPD – March 2016.

## **8 ADVICE RECEIVED FROM STATUTORY AND OTHER OFFICERS**

### Borough Solicitor

8.1 Nothing to add to the report.

### Borough Treasurer

8.2 The costs associated with the public consultation can be met from within the existing Local Development Framework revenue budget.

### Equalities Impact Assessment

8.3 A draft Equalities Screening Record has been undertaken for this stage of the process which will be completed with the final adopted Parking Standards SPD and included as an appendix for the Executive agenda in March 2016.

### Strategic Risk Management Issues

8.4 None as a consequence of this report.

### Consultation

8.5 The preparation of the draft SPD has been informed by technical evidence and consultation with officers across the Council including the Local Highways Authority.

8.7 The proposed public consultation is detailed in paragraph 7.1 above.

### Background Papers

APPENDIX A	Consultation Draft Parking Standards Supplementary Planning Document (SPD)
APPENDIX B	Evidence Review Background Paper
Not appended	The New Developments Residents' Survey (Sept 2014) Qa Research <a href="http://www.bracknell-forest.gov.uk/new-developements-residents-report.pdf">http://www.bracknell-forest.gov.uk/new-developements-residents-report.pdf</a>
Not appended	Business Survey 214 (Infrastructure) April 2015 Qa Research. (available on request)

### Contact for further information

Andrew Hunter, Chief Officer: Planning and Transportation – 01344 351907  
[andrew.hunter@bracknell-forest.gov.uk](mailto:andrew.hunter@bracknell-forest.gov.uk)

Max Baker, Head of Planning - 01344 351902  
[max.baker@bracknell-forest.gov.uk](mailto:max.baker@bracknell-forest.gov.uk)

Simon Cridland, Team Manager – Design, Environment and Transport - 01344 351186  
[Simon.Cridland@bracknell-forest.gov.uk](mailto:Simon.Cridland@bracknell-forest.gov.uk)