

TO: EXECUTIVE
08 MARCH 2016

ADOPTION OF THE 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 approval of the Executive to adopt the Parking Standards Supplementary Planning Document (SPD) at Appendix A as planning guidance which replaces the Parking Standards SPD 2007 and to agree the Consultation Statement for publication at Appendix B.

2 EXECUTIVE SUMMARY

- 2.1 The existing Parking Standards Supplementary Parking Document (SPD), 2007 is out-of-date and in need of a review. The Council has reviewed the standards consulting on a Draft SPD which was produced using evidence and local experience, knowledge and expertise.
- 2.2 A Draft SPD was approved by the Executive in September 2015 for public consultation between Monday 19th October and Monday 30th November 2015. The consultation comprised an advert in the local paper, placing the documents in local public buildings and consulting directly with the database for public and professionals including the Council's directory of local businesses. A total of 30 responses from the public and professionals were received to the consultation. All responses have been considered in producing the final version of the SPD (Appendix A). A summary of the consultation process, the responses received and how they have been considered is provided in the Consultation Statement (Appendix B). The adopted Parking Standards SPD will replace the existing document and will be a material consideration in the determination of planning applications.

3. RECOMMENDATION(S)

3.1 That the Executive:

- (i) Adopts the Parking Standards SPD at Appendix A as a material consideration in the determination of all planning applications validated from the date of its adoption;**
- (ii) Approves the revocation of the Bracknell Forest Parking Standards SPD 2007 in accordance with Town and Country Planning (Local Planning) (England) Regulations 2012, pertaining to the Planning and Compulsory Planning Act 2004 above for all planning applications validated from the date of the adoption of the Parking Standards SPD at Appendix A;**
- (iii) Approves the use of the Bracknell Forest Parking Standards SPD 2007 as a material consideration in the determination of all planning applications validated prior to the Adoption of the Parking Standards SPD at Appendix A until 01 July 2016;**
- (iv) Agrees the publication of the Consultation Statement at Appendix B;**

- (v) **Authorises the Executive Member for Planning and Transport to agree any minor changes to Appendix A and Appendix B prior to adoption in (i) above.**

4 REASONS FOR RECOMMENDATION(S)

- 4.1 Evidence shows that the existing Parking Standards SPD (2007) is becoming increasingly out-of-date and does not cover certain current issues such as school drop-off and pick-up. The proposed new SPD updates the existing version which was adopted more than 8 years ago to better reflect the current parking needs of the Borough. The Parking Standards SPD at Appendix A is consistent with national policy, local evidence and has been subject of public consultation. Adopting the new SPD at Appendix A to supersede the existing 2007 SPD will ensure that it becomes a material consideration in the determination of planning applications. However it is necessary that existing planning applications validated prior to the new SPD which have been negotiated using the existing 2007 SPD are still determined on this basis.

5 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Not adopting 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 level of use of domestic garages for 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 amended.

The Parking Standards SPD

- 6.2 The proposed SPD is at Appendix A to this report and is structured as follows:

Chapter/Title	Content
Chapter 1 – Introduction and context	Context to the SPD including its process of review.
Chapter 2 - Strategy for Existing Parking Issues	A parking strategy based on measures the Local Highway 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. It explains the powers and tools available to the Council for dealing with existing parking issues.
Chapter 3 - Preferred Options for New Parking Standards.	Sets out: <ol style="list-style-type: none"> I. A requirement for larger garages and storage and that garages built to current sizes will only count as one fifth of a parking space. II. Flexibility to apply lower standards for affordable

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	<p>housing. This reflects the evidence of generally lower levels of car ownership in these forms of development. Lower standards may be applied where robust evidence which takes account of issues such as location, accessibility, local circumstances, shared ownership, starter homes initiatives and right to buy.</p> <p>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.</p> <p>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.</p> <p>V. Other revisions to the existing parking standards to reflect the most up to date evidence. This included a change to more generous business and other non-residential parking provision than in the existing Parking Standards SPD.</p>
Chapter 4 - Parking Standards Tables.	This sets out the consolidated parking standards tables which include changes in Chapter 3.
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

6.3 A supporting background document sets out the evidence used to produce the Consultation Draft SPD. Much of its content is therefore relevant evidence in supporting the final SPD at Appendix A. This evidence is summarised in the following paragraphs.

6.4 *A. Policy and Guidance Requirements.*
National planning policy in the NPPF states that parking standards should take account of local accessibility, public transport and levels of car ownership. Existing planning policies ensure that development provides adequate levels of parking and promotes sustainable development in accessible locations. The Local 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.

B. Census 2011 Data

6.5 The findings from analysis of local Census 2011 data include:

- Car ownership has increased slightly from 2001 to 2011.
- The average number of cars per household by ward in 2011 can be compared to the equivalent figures from the residents' survey. 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).
- In 2011, 75.1% of all households 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.

6.6 The New Developments Residents' Survey (Sept 2014) was carried out by consultants 'Qa Research'. The research was conducted 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 were used to prepare the Draft SPD and ultimately the final SPD.

6.7 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 parking provision.

D. Past experience.

6.8 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.

6.9 Other Local Authority standards have been reviewed to inform the standards presented. This has helped in formulating views on issues such as providing larger garages, limiting their use as part of the standards and future proofing of new parking spaces for electric vehicle charging.

F. Employment Survey and Employment Density Review.

6.10 Qa Research has also undertaken a survey for the Council with local businesses seeking their views on a number of infrastructure issues including parking. One clear view was the need for adequate parking to allow businesses to grow and thrive.

- 6.11 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 (2nd edition) are relevant and have informed the final SPD. Some are not considered locally relevant here because they relate to employees rather than customers such as A3 - A5 land uses (Restaurants/Cafes, Drinking Establishments and Hot Food Takeaways). In these circumstances the requirements are adjusted in line with local experience.

G. Places of Worship

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

7 Consultation

- 7.1 The Consultation Draft SPD was subject to full public consultation for a statutory 6 week period between Monday 19th October and Monday, 30th November 2015. The consultation sought views from the public, town and parish councils, developers, agents, businesses and other interested parties. Copies of the Draft SPD and its supporting information were placed in libraries and town/parish offices for inspection. All documentation was also made available on-line using the Council's consultation portal which included all the contacts in the Council's business directory. The Draft SPD was also an item discussed at the Economic and Skills Development Partnership Infrastructure Sub-Group meeting in October 2015.

- 7.2 In total there were 30 responses from members of the public, Parish Councils and professionals. The Consultation Statement at Appendix B sets out the detail of the consultation including:

- A summary of each response made on each Chapter.
- Officer response to each comment made.
- Recommendations for any appropriate changes to the SPD.

- 7.3 The issues raised in the consultation and how they have been addressed, can be summarised as follows:

- Concerns raised on existing localised parking problems - These concerns relate to the implementation of the measures set out in Chapter 2 of the SPD rather than the content of the SPD, however, all such matters have been passed to the Transport Engineering Team for investigation.
- General support for the SPD for its intention to provide sufficient parking, resolve existing parking problems.
- Concerns over pavement parking in the Borough – a response has been provided in the Consultation Statement but no changes were required to the SPD as a result.
- That parking on grass verges should not be allowed – text has been added to paragraph 2.10 of the SPD to make it clear that proper bays should be provided which may include hard surfaces which can take the weight of a car but allow grass to grow also.
- The majority of respondents agreed with the preferred option for larger garages with separate storage – the larger garages and storage now form the Council's standards for provision.

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- That existing garage sizes should count towards part of the overall parking provision – the standards incorporate a provision that if the larger garage cannot be provided then existing garage sizes will count as one fifth of a parking space (i.e. on a larger site 5 such garages would count only as one space) in paragraph 3.2 (4).
- The majority of respondents agreed that there could be more flexibility if justified to allow lower parking provision for affordable housing – but with an extra caveat which includes consideration of the forthcoming starter homes initiative as required evidence as amended in paragraph 3.5.
- The majority of respondents agreed that the preferred option to consider school drop-off and pick-up provision on a case by case basis should be taken forward but with some suggested text improvements which have been made.
- The majority of respondents agreed that the preferred option to including passive provision for electric vehicle charging should be taken forward. However there were concerns over implementation and that London has now adopted a lower standard – the Council has taken forward the preferred option to include a proportion of spaces to be adaptable to future electric charging use but in line with the latest London Plan requirement of 20%. Further text has also been added to clarify implementation in paragraphs 3.10 to 3.15.
- Concern that the thrust of the SPD is more flexible in its parking approach in line with the Government's intentions.

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 An Equalities Screening Record has been undertaken for the Parking Standards SPD and included as Appendix C.

Strategic Risk Management Issues

8.4 None as a consequence of this report.

Consultation

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

8.6 The public consultation is detailed in paragraph 7.1 above.

Background Papers

APPENDIX A	Parking Standards Supplementary Planning Document
APPENDIX B	Consultation Statement
APPENDIX C	Equalities Impact Assessment screening
Not appended	Consultation Draft Parking Standards Supplementary Planning Document (SPD)
Not appended	Evidence Review Background Paper
Not appended	The New Developments Residents' Survey (Sept 2014) Qa Research http://www.bracknell-forest.gov.uk/new-developments-residents-report.pdf

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- Not appended Business Survey 214 (Infrastructure) April 2015 Qa Research. (Available on request)
- Not appended Parking Standards Supplementary Planning Document (2007)
<http://www.bracknell-forest.gov.uk/parking-standards-supplementary-planning-document.pdf>

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