

<b>Subject:</b>	<b>Supplementary Planning Document 14: Parking Standards</b>		
<b>Date of Meeting:</b>	<b>22 September 2016</b>		
<b>Report of:</b>	<b>Acting Executive Director for Economy, Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Steven Shaw</b>	<b>Tel: 292 368</b>
	<b>Email:</b>	<a href="mailto:Steven.shaw@brighton-hove.gov.uk">Steven.shaw@brighton-hove.gov.uk</a>	
<b>Ward(s) affected:</b>	<b>All</b>		

**FOR GENERAL RELEASE****1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The report sets out the results of consultation undertaken on the draft Parking Standards (Supplementary Planning Document (SPD) 14) and seeks approval of the changes made and recommends the adoption of the SPD. Once adopted, the SPD will support the City Plan Part One by providing detailed guidance on the appropriate level of all types of parking in new developments, throughout the city. The new SPD will supersede the current Parking Standards SPGBH04 'Parking Standards'; which was last approved in 2000.

**2. RECOMMENDATIONS:**

- 2.1 That the Committee:
- i) Notes the results of the public consultation exercise (Appendix 1) on the draft Parking Standards SPD and endorses the changes made to the document.
  - ii) Adopts SPD14 'Parking Standards' (attached as Appendix 2) as a SPD subject to any minor grammatical and non-material text and illustrative alterations agreed by the Executive Director Economy, Environment & Culture prior to adoption.
  - iii) Authorises the revocation of SPGBH04 'Parking Standards' following adoption of SPD14 'Parking Standards'
  - iv) Authorises that the SPD shall take effect from Monday 3<sup>rd</sup> October 2016.

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 SPDs provide detail on interpreting and implementing planning policies. They provide clarity on the meaning of policies and how to implement them. The purpose of this SPD is to support current development plan policies (retained policies in the Brighton & Hove Local Plan 2005 and policies within the City Plan Part One 2016) by providing detailed guidance on the appropriate level of all

types of parking in all new developments across the city. The guidance is intended to promote sustainable development and could also have positive wider implications in terms of air quality, promoting and facilitating active travel and reducing traffic congestion.

- 3.2 Once adopted, the SPD will constitute a material consideration that can be taken into account when determining planning applications.
- 3.3 The SPD will assist applicants, agents, members of the public and councillors by providing a clear set of criteria against which proposed levels of parking in new developments shall be assessed. This will assist applicants in preparing their proposals, reduce unnecessary expense and uncertainty and improve the clarity, consistency and speed of decision making.
- 3.4 The SPD shall complement the transport and parking policies that have been 'saved' within the Brighton & Hove Local Plan (2005), those within City Plan Part One and the emerging policies within City Plan Part Two. The current policies within the Brighton & Hove Local Plan (2005) and the City Plan that the SPD supports are:
  - TR14 Cycle access and parking
  - TR17 Shopmobility
  - TR18 Parking for people with mobility related disability
  - CP8 Sustainable Buildings
  - CP9 Sustainable Transport
- 3.5 Within the City Plan Part One, the SPD will support the overarching strategy of the Plan in promoting sustainable transport in new development, in particular supporting policy CP9 Sustainable Transport. A review of the SPD will be undertaken following the publication of the submission City Plan Part Two policies. This is to ensure the SPD reflects the thrust of the emerging policy framework.
- 3.6 The main changes from the existing standards in SPG04 to the proposed standards in SPD14 are:
  - Bringing up to date the previously approved standards which were last approved in 2000.
  - Updating of the car parking standards to especially reflect accessibility by having a three zone approach.
  - Introduction of electric vehicle charging provision for certain land uses.
  - Introduction of the need to provide shower and changing facilities in workplace developments over 500m<sup>2</sup>.
  - Disabled user car parking guidance is to be based on that contained in the Department for Transport Traffic Advisory Leaflet 5/95 Parking for Disabled People.
  - Motorcycle parking standards are now provided.
  - The addition of standards for student residential accommodation.
- 3.7 The draft SPD was approved to go out for consultation by the Economic Development & Culture Committee on 15<sup>th</sup> January 2015. A formal 6 week public consultation on the draft SPD was carried out between 13<sup>th</sup> February and 27<sup>th</sup>

March 2015 and, in accordance with the legislation, a public notice was published in The Brighton & Hove Leader (19<sup>th</sup> February 2015). The draft SPD was sent to all local planning agents on the Agents Forum mailing list, all interested parties who had previously been consulted on the City Plan Part One, neighbouring Local Authorities, statutory bodies and elected members.

- 3.8 A total of 25 representations were received and these are summarised at Appendix 1, which also sets out how the SPD has changed, or not, in response to the representations. The main changes to the SPD are:
- The boundaries of the 3 parking standards zones have been amended to reflect comments made. This includes a clearer definition as to the extent of the South Downs National Park (SDNP), extensions of the key public transport corridor zone to cover more areas of Lewes Road and Portslade Station and a reduction of the extent of the key public transport corridor zone in the West Hove area so that the boundary mirrors that of the existing Controlled Parking Zone (CPZ).
  - The requirement for electric charging provision has been extended to include large retail developments.
  - Amendments to the cycle parking standards for certain land uses have been made to increase the number of visitor cycle parking spaces.
  - Greater clarification provided on the geographical extent of where the SPD applies, clearly stating that it is not applicable to developments in the South Downs National Park (SDNP).
- 3.9 A Strategic Environmental Assessment Screening Report, required by the National Planning Policy Guidance, was carried out that showed that a full Strategic Environmental Assessment would not be required. This view was confirmed by the statutory consultation bodies.
- 3.10 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how it is expected that these will be applied by local planning authorities and other decision takers, both in drawing up plans and making decisions about planning applications.
- 3.11 In relation to parking standards the NPPF states in paragraph 39, *"If setting local parking standards for residential and non-residential development, local planning authorities should take into account:*
- *the accessibility of the development;*
  - *the type, mix and use of development;*
  - *the availability of and opportunities for public transport;*
  - *local car ownership levels; and*
  - *an overall need to reduce the use of high-emission vehicles."*
- 3.12 In March 2015 the Government released a ministerial statement which required that additional text should now also be read alongside paragraph 39. The following paragraph now needs to be read alongside the above paragraph:
- "Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network."*

- 3.13 The proposed parking standards set out in the SPD will be applied as guidance on a case by case basis through the planning application process. As a consequence parking standards shall only be required to be met where there is a clear and compelling justification that it is necessary in relation to the proposed scheme in order to manage the local road network.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 The current parking standards for new development proposals in the city were previously approved in 2000, and therefore need to be brought up to date to reflect existing national and local policies, principles and circumstances.
- 4.2 The opportunity to identify and/or propose alternative options has been available through both consultation periods and officers have taken the responses received from consultees into account when preparing the draft SPD. The option of producing an SPD was considered to be the most effective and sustainable option.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 The SPD has undergone two separate six-week periods of public consultation to reach this stage. The SPD initially underwent an initial 'issues and options' consultation in March to April 2014, after which an initial draft SPD was produced and approval given by the Economic, Development & Culture Committee on 15<sup>th</sup> January 2015 to undertake formal consultation. As previously stated the draft Parking Standards SPD was then subject to formal public consultation which ran from the 13<sup>th</sup> February 2015 and 27<sup>th</sup> March 2015.
- 5.2 75 responses to the initial issues and options consultation (March to April 2014) were received. The feedback indicated that, amongst other matters, stakeholders wished to see a multiple zone approach with different standards in each zone, which took into account the differing levels of public transport accessibility, the inclusion of parking standards for student accommodation and that a design guide be produced which provide best practice guidance on parking layout and design.
- 5.3 A second stage consultation on the draft SPD was undertaken taking into account the views and comments made during the initial issues and options consultation. As previously referenced, the consultation ran from 13<sup>th</sup> February 2015 and 25 responses were received (A matrix of the feedback and updates is included in Appendix 1). The SPD has been amended to address some of these concerns raised within this consultation.
- 5.4 The content within and the broad approach to the SPD was welcomed by the majority of respondents with many supporting the approach of dividing the city into 3 different zones to reflect the differing levels of public transport accessibility within the city. Some of the respondents felt that the parking standards, especially for residential land uses, were overly restrictive. Some changes have been made to the zonal boundaries to reduce restrictions in areas of the city which are currently not within a Controlled Parking Zone (CPZ) and it is considered that there is adequate flexibility within the standards to provide an

appropriate level of car parking in new developments. Many of the other comments whilst generally supportive were suggesting minor changes to the standards.

## **6. CONCLUSION**

- 6.1 The purpose of the report is to gain formal approval for the adoption of the draft Parking Standards SPD. The proposed SPD will result in the council's parking standards being updated to provide clearer advice for all parties involved in the planning process and fulfil the aims of policy CP9 in the City Plan Part One. The SPD is also considered necessary given the potential impact of large and significant development proposals in the city that may be coming forward to seek planning permission in the coming years.
- 6.2 Subject to approval, the SPD will be adopted and become a formal planning consideration from Monday 3<sup>rd</sup> October 2016 and replace SPG4.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 7.1 The costs associated to the production, publication and consultation of the Parking Standards Supplementary Planning Document have been funded from existing resources within the Planning and Transport revenue budgets. The Document will assist applicants, agents, members of the public and councillors by providing a clear set of criteria against which proposed levels of parking in new developments shall be assessed against, which will contribute towards greater service efficiency and effectiveness in the achievement of value for money.

*Finance Officer Consulted: Steven Bedford*

*Date: 19/08/16*

### Legal Implications:

- 7.2 The draft SPD has been prepared in accordance with relevant legislation, namely the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012. As stated in the body of the report, once adopted the SPD will be a material planning consideration in the determination of relevant planning applications.
- 7.3 It is not considered that any adverse human rights implications arise from the recommendations set out in the report.

*Lawyer Consulted: Hilary Woodward*

*Date: 24/08/16*

### Equalities Implications:

- 7.4 An Equality Impact Assessment (EIA) has been carried out as part of this work in line with the approach set out within the council's EIA toolkit. This assessment primarily focuses on ensuring appropriate levels of disabled user parking are secured and implemented in new developments. This is to ensure that all new

development is accessible for all members of society, irrespective of their mobility.

Sustainability Implications:

- 7.5 As is a requirement of producing an SPD a Strategic Environmental Assessment Screening was prepared. On the basis of the screening process it showed that it is unlikely that the SPD will cause any significant environmental effects and that a full SEA would not be required. The main environmental issues that are relevant to this SPD are those related to transport. Parking availability has a major influence on choice of mode of travel. The adopted approach within the SPD encourages more sustainable forms of travel in areas of good public transport accessibility. This could have positive environmental implications including reducing carbon emissions, air-borne pollutants and noise. The promotion of active forms of travel can also have health benefits.

Any Other Significant Implications:

- 7.6 There are no other significant implications of this report in relation to crime and disorder, risk management and opportunity or corporate/citywide issues.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Appendix 1 Results of public consultation exercise February to March 2015, Consultation Statement
2. Appendix 2 Draft Parking Standards SPD14

### **Documents in Members' Rooms**

1. None

### **Background Documents**

1. Brighton & Hove Local Plan (2005)
2. City Plan Part One (2016)
3. National Planning Policy Framework (NPPF) (2012)
4. Economic, Development & Culture Committee January 15<sup>th</sup> 2015 meeting report and minutes. Report title – Review of parking standards for new development Supplementary Planning Document (SPD) Agenda Number 53
5. Strategic Environmental Assessment Screening of the draft Parking Standards Supplementary Planning Document
6. Supplementary Planning Guidance Note 4 (BHSPG04) Parking Standards (2000)

