

Subject:	Review of Parking Standards for new development Supplementary Planning Document (SPD)		
Date of Meeting:	15th January 2015		
Report of:	Executive Director Environment Development & Housing		
Contact Officer:	Name:	Steven Shaw	Tel: (01273) 292368
	Email:	steven.shaw@brighton-hove.gov.uk	
Ward(s) affected:	All		

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

- 1.1 When considering new development proposals as part of the planning application process, the city council as both Planning and Highway Authority will consider the transport provision and implications of the proposal. This will include the amount and standard of parking provision for vehicles and bicycles. An initial and consistent assessment is made by comparing proposals with existing policies. These include the council's current Supplementary Parking Guidance Note 4 (also known as SPG4) on parking standards for new development, which was originally approved/adopted in 2000.
- 1.2 The council's Local Development Framework [LDF] sets out the city's new approach to planning policy. Within the LDF process, the council has an approved City Plan Part 1 submission (modifications were recently approved for consultation in October 2014) which includes Policy CP9 on Sustainable Transport. Part 6 of this policy states that the council will produce new guidance on parking requirements for new development. The current standards in SPG4 need to be updated, especially in the context of the current Government's National Planning Policy Framework (NPPF) which indicates that local authorities are responsible for setting local parking standards and outlines matters that should be taken into account when doing so.
- 1.3 This report seeks committee approval to undertake formal public consultation on the draft Parking Standards Supplementary Planning Document (SPD). Formal consultation will be undertaken for a six week period and seek the views of stakeholders, developers, Councillors and residents. The report also seeks committee support to undertake a best practice guidance note on parking design and layout which could be in the form of a Planning Advice Note (PAN) to be produced at a later date.

2. RECOMMENDATIONS:

- 2.1 That the committee notes the outcome of the issues and options consultation undertaken prior to the development of new parking standards for new development.

- 2.2 That the committee authorises the Executive Director Environment, Development & Housing to undertake formal public consultation on the draft Parking Standards SPD, attached at Appendix 1, and request that a report on the results is brought to a future meeting of this committee.
- 2.3 That the committee requests that the Executive Director Environment, Development & Housing prepares a best practice guidance document which shall include parking design and layout and that a draft document is brought to a future meeting of this committee.

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.
- 3.2 The Parking Standards Supplementary Parking Guidance (SPG4) sets out Brighton & Hove's current parking standards for new development. These standards are used as a guide when assessing the levels of all types of parking in new developments which require planning permission, and should reflect current national and local policy and circumstances, as outlined earlier in this report.
- 3.3 Earlier this year (March to April 2014) an initial issues and options consultation was undertaken to assist in developing the new standards. This was the first stage of developing the SPD and the responses to this consultation have been used to inform the draft SPD. This consultation sought views from stakeholders, developers and planning agents, Councillors and residents groups on issues surrounding parking in new developments in Brighton & Hove. Issues on which views were sought included:
- What types of parking should be included within a future SPD?
 - How should the city be segregated into different zones to apply the parking standards?
 - Which land uses should be included within a future SPD?
 - Should a design guide be produced to provide additional supporting guidance in relation to the design and layout of parking?
- 3.4 The issues and options consultation received a total of 75 different respondents. The number of responses to each question can be seen in Appendix 2. Responses came from a broad range of interested parties. These included developers, consultants, residents and residents groups, Brighton & Hove buses, Brighton & Hove Access Forum, City Car Club, Brighton Motorcycle Action Group, landlords and housing associations. Some of the main comments and findings included:
- Support for the inclusion of additional types of parking to be included within the standards. These could include delivery and servicing, pick up and drop off, motorbike and scooter parking.
 - Support for a multiple zone approach with different standards in each zone, which take into account the differing levels of public transport accessibility within the city. The option to retain the two zone approach currently used in SPG4 was also popular.

- Several respondents wanted the inclusion of student accommodation in any new standards. However, the majority of people (57%) wanted the existing land uses to be retained.
 - The majority (74%) of respondents wanted a design guide to be produced which provides best practice guidance on parking layout and design. However, comments were made that a pragmatic and case by case assessment must still be taken for each application rather than setting inflexible rules.
- 3.5 The responses from this initial consultation were used to inform the production of the draft SPD. In addition to the initial public consultation and its assessment, additional work was undertaken in order to inform the draft standards. This work included the following, analysis of census data, best practice guidance literature review, public transport accessibility modelling, and evaluation of other authorities' standards and testing of the standards.
- 3.6 The consultation, research and analysis were used to inform the production of the draft Parking Standards.
- 3.7 The parking standards set out within the draft SPD provides the Council's guidance for all types of parking within all new developments. The overall approach reflects local circumstances and strikes the right balance between providing appropriate levels of car parking spaces while also promoting sustainable forms of transport in areas of good public transport accessibility.
- 3.8 A zonal approach is therefore proposed to reflect different levels of sustainable transport access in the city. The overarching principle of the zonal approach is that developments being located within central areas, close to good public transport services, local facilities and public car parks will require less parking, than equivalent development, in areas with lower levels of public transport accessibility; especially in outer areas of the city. Therefore a three zone approach has been adopted. The zones are as follows:
- Central Area – this incorporates the most central area of Brighton & Hove (Controlled Parking Zones (CPZ) Z, Y and M)
 - Key Public Transport Corridors – this includes the corridors along Lewes Road (A270), London Road (A23) and Western Road/Church Road
 - Outer Areas – this includes outer suburban areas of the city.
- 3.9 A map detailing the extent of these three zones is included within the draft Parking Standards SPD in Appendix 1. A detailed map will be produced prior to external consultation which will allow users to clearly see which zone an individual site is within.
- 3.10 The availability of car parking can have a major influence on the means of transport people choose for their journeys, especially for destination land uses (those other than residential). Therefore, as set out within policy CP9 of the Brighton & Hove City Plan Part 1, the proposed approach is to have maximum car parking standards throughout the city for all land uses.

- 3.11 The standards for cycle parking, disabled user parking, motorcycle and servicing are expressed as minimum standards which must be met to ensure appropriate levels of provision.
- 3.12 Car parking proposed in a new development below the maximum standard will generally be deemed acceptable. However, the provision of adequate parking facilities and their design should be appropriate to the scale, nature, location and users of the proposed development.
- 3.13 The main, changes in the new parking standards are:
- Updating of car parking standards to especially reflect accessibility by having a three zone approach.
 - The introduction of electric vehicle charging provision for major residential and office developments on the basis of 10% of the overall car parking provision.
 - The need to provide shower and changing facilities in workplace developments over 500m² gross floor area.
 - 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.
- 3.14 Clearer guidance on when car free housing developments will be approved is included in the new standards. Where residential development is proposed within CPZs, the Local Planning Authority will assess each development on a case by case basis and permit free development will be approved having regard to a number of factors outlined in the SPD.
- 3.15 Subject to committee approval, a formal six week public consultation will be undertaken on the draft Parking Standards between January and March 2015. Following this, the responses will be assessed and changes made to the standards as necessary. It is intended that the proposed final Parking Standards SPD will then be reported back to the Economic, Development & Culture Committee with a recommendation for approval and formal adoption in summer 2015.
- 3.16 To complement the parking standards, and provide all interested parties with a clear indication of the council's primary transport focuses when designing development schemes, it is proposed that further guidance is prepared on the nature, design and layout for all types of parking and servicing for new development. It is expected that this will be in the form of a a Planning Advice Note (PAN). Subject to this Committee's approval, a separate piece of work on the PAN will begin at a later date and the adoption of the guidance would be subject to a period of consultation and approval by the Economic, Development & Culture Committee.

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 the consultation on the issues and options associated with updating the parking standards. Officers have taken the responses received from consultees into account when preparing the draft SPD. .

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 As explained in section 3 of this report, the development of the draft SPD has involved a consultation on initial issues and options relating to the matter. This considered and explored potential options and views were sought on these. A four week consultation period was undertaken between March and April 2014.
- 5.2 Internal consultation within the council with Development Control, Planning Policy and other relevant Transport teams has been undertaken and comments incorporated into the draft Parking Standards SPD.
- 5.3 Subject to Committee approval, a formal six week consultation of the draft Parking Standards SPD will be undertaken to seek further views on the proposals.

6. CONCLUSION

- 6.1 The purpose of the report is to gain formal approval to commence wider consultation on the draft Parking Standards SPD. It is also proposed that that a technical note which will include guidance on parking design and layout should be produced at a later date. 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 intention to do so as set out within Policy CP9 of the City Plan Part 1.
- 6.2 Subject to approval, formal external consultation on the draft SPD will commence in January 2015 and take place for a six week period. Following that, any decision to formally adopt the SPD will be taken by Economic, Development and Culture Committee.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The costs associated to the production, publication and consultation of the draft Parking Standards SPD have been funded from existing resources within the Transport revenue budget. It is anticipated that any financial implications to the council expected to arise from complying and implementing elements of the Planning Document will be funded from existing revenue funding.

Finance Officer Consulted: Steven Bedford

Date: 17/12/14

Legal Implications:

- 7.2 The application of up to date parking standards to development in the city is an important component of robust decision making. The consultation and adoption process set out in the report are reasonable and appropriate.

Lawyer Consulted: Bob Bruce

Date: 11/12/14

Equalities Implications:

- 7.3 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:

- 7.4 As is a requirement of producing an SPD a Sustainability Appraisal Scoping Report was undertaken by the council. On the basis of the screening process it showed that it is unlikely that the SPD will cause any significant environmental effects. 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, airborne pollutants and noise. The promotion of active forms of travel can also have public health benefits.

Any Other Significant Implications:

- 7.5 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. Draft Parking Standards SPD
2. Schedule of responses at Issues & Options Stage.

Documents in Members' Rooms

1. None

Background Documents

1. National Planning Policy Framework (NPPF) – March 2012

2. Brighton & Hove Local Plan (2005)
3. Brighton & Hove City Plan Part One (2014)
4. Supplementary Planning Guidance Note 4 (SPG4) - Parking Standards (2000)
5. Traffic Advisory Leaflet 5/95 Parking for Disabled People

