

ARUN DISTRICT COUNCIL

REPORT TO AND DECISION OF PLANNING POLICY SUB COMMITTEE ON 15 OCTOBER 2019

PART A : REPORT

SUBJECT: Parking Standards Supplementary Planning Document

REPORT AUTHOR:	Kevin Owen, Team Leader Local Plans
DATE:	16 September 2019
EXTN:	37853
PORTFOLIO AREA:	Planning

EXECUTIVE SUMMARY:

Following a four-week consultation (2 July to 30 July 2019) on a draft Supplementary Planning Document for Parking Standards, this report advises members on the representation made and the proposed response. The report makes the following recommendations in order to adopt the guidance as SPD to provide a material consideration for Development Management purposes.

RECOMMENDATIONS:

That the Planning Policy Sub Committee agrees the following:

- a) That subject to the proposed changes detailed in this report (and any further minor changes in consultation with the Chairman, Portfolio holder for Planning and Group Head of Planning), that the Parking Standards Supplementary Planning Document be recommended for adoption (following publication of the SPD for 4-weeks together with the statement of representations and Arun's proposed response), at Full Council on 20 January 2020.

1. BACKGROUND:

- 1.1 On 18 June 2019 Planning Policy Sub-Committee approved the draft Parking Standards Supplementary Planning Document (PS SPD), for a four-week public consultation (Background paper 1.).
- 1.2 The adopted Arun Local Plan Policies T SP1 'Transport & Development', T DM1 'Sustainable Travel and Public Rights of Way' and T DM2 'Public Parking' set out a framework for parking policy. The proposed draft PS SPD is intended to provide more guidance on the implementation of these policies in relation to parking provision and has now completed a four-week public consultation. In particular, Policy T SP1 'Transport & Development' states: -

"d. Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide

taking into consideration the impact of development upon on-street parking and;...”

- 1.3 The PS SPD draws on and is broadly consistent with West Sussex County Council's (WSCC) published 'Guidance on Parking at New Developments 2019'. However, the Arun PS SPD makes several local departures to reflect the Arun position, local circumstances (e.g. incorporating electrical vehicle charging points in line with Arun's approach) and to increase the usability of the document following comments submitted to WSCC on their document (Development Control Committee 14 November 2018).
- 1.4 The Arun PS SPD consultation was sent to adjacent authorities, Parish Councils, businesses and the development industry, agents and other key stakeholders on the Council's consultation database. An advert was placed on the Council's web site and on the consultation portal and documents deposited in the libraries and office receptions at the Civic Centre and at Bognor Regis.
- 1.5 Representations were received from 11 consultees: -
 - Renaissance Retirement - objecting
 - Mr Cross – commenting
 - Mr Chester - commenting
 - Historic England – no comment
 - Ferring Parish Council – no comment
 - East Preston Parish Council – commenting/objecting
 - Littlehampton Town Council - commenting
 - West Sussex County Council - commenting
 - Bourne Leisure - objecting
 - Angmering Parish Council - objecting
 - Mrs Boulton - commenting
- 1.6 Eight representors are commenting, three are objecting. The detailed representations can be accessed in Appendix 3.
- 1.7 A summary of the representations is set out in Appendix 2 to this report together with the Council's proposed response against the matters raised.
- 1.8 The objection from renaissance Retirement contends that the standards for parking and cycle provision are too high. It is not proposed to amend the PS SPD standards as it will be down to the applicant to evidence and justify any need for departure and there is flexibility to take into account any local availability of sustainable transport choices.
- 1.9 Angmering Parish Council maintains an objection that the parking standards per dwelling is too low based on local experience and also that cycle lane provision should be required to resolve on street parking congestion. It is not proposed to amend the PS SPD standards as the standards are evidence based adopting the WSCC guidance on parking zone characteristics (e.g. car ownership) and behaviour. Cycling and sustainable transport provision will be addressed through s.106 requirements and or CIL while the draft Arun Design Guide will address

access and the layout of development.

1.10 A number of individual representations commented on the methodology including ways to improve or clarify the PS SPD and these are set out in Appendix 2.

1.11 The PS SPD with track changes responding to and addressing matters raised by representations is set out in Appendix 1 to this report. The key changes will entail:

- Clarification in the SPD where the guidance adopts an approach bespoke to Arun compared to the West Sussex County Council guidance;
- Clarification of the current context for Electric Vehicle Charging that Draft Technical Guidance for Building Regulations requirements for EV charging is currently out for consultation until 7 October 2019. Explain that if these new requirements are added to building regulations – these requirements would need to be taken into account/would take the place of the requirements below;
- Paragraph 2.4 needs clarification that Table 2.1 provides ADC's current EV charging provision requirements;
- Paragraph 2.6 to provide further clarity on standards and how they differ from WSCC guidance;
- Para 2.7 amend the paragraph to state that the standards differ to WSCC by increasing requirements every 5 years rather than every year and also that by 2033 the Arun standards require 100% of spaces on a scheme to have EV charging points;
- Under Table 2.2 clarify provision of Electric Charging Points (i.e.. there should be one EV charging point per house with a driveway or garage); and clarify Electric Vehicle Charging Spaces (i.e.. between 2018 and 2022 – 20% of parking spaces on any new development must include an active EV charging space). There should be clarification that the percentages apply each year until the next increment applies;
- Under Principle 3 – include reference to 'passive' charging points as per the WSCC guidance;
- In Table 4.1 amend the text against D2 Assembly and Leisure – remove "as these are D2 uses, those standards should be applied (Part A) ..."

1.12 A number of officer comments sought clarification on how standards would apply to residential institution uses, hotels and HMOs. The PS SPD will include clarification that in such developments - requirements would be determined according to the circumstances of each development. Further clarification was also sought regarding para 3.2 and public transport contributions – clarification in the PS SPD will explain the distinction between CIL and S.106 forms of contribution.

1.13 The Council is therefore, proposing the Parking Standards SPD progress to adoption at Full Council following the 4-week publication the SPD and the statement of representations and proposed changes on which comment may be made (as required by Regulation 12 'Public Participation' of 'The Town & Country Planning Act (Local Planning) (England) Regulations 2012').

1.14 Following adoption, the Parking Standards SPD will be given significant weight

and used as a material consideration in determining planning applications.

2. PROPOSAL(S):

The Parking Standards SPD is recommended for adoption by Full Council following the required 4-week consultation period, in order that it can be used for calculating parking provision (including for Electric Vehicles) at Development Management stage when applications are being determined.

3. OPTIONS:

The proposal is to adopt the guidance as SPD to provide standards as a material consideration to secure appropriate parking provision - or not to adopt the guidance.

4. CONSULTATION:

This will follow if the recommendations as set out above are agreed.

Has consultation been undertaken with:	YES	NO
Relevant Town/Parish Council		x
Relevant District Ward Councillors		x
Other groups/persons (please specify)		x
5. ARE THERE ANY IMPLICATIONS IN RELATION TO THE FOLLOWING COUNCIL POLICIES: (Explain in more detail at 6 below)	YES	NO
Financial		x
Legal		x
Human Rights/Equality Impact Assessment	x	
Community Safety including Section 17 of Crime & Disorder Act		x
Sustainability		x
Asset Management/Property/Land		x
Technology		x
Other (please explain)		x

6. IMPLICATIONS:

The Adopted Local Plan 2018 was subject to a Sustainability Appraisal which included assessment of social, economic and environmental objectives and impacts and necessary policy mitigation. Policies T SP1 'Transport & Development', T DM1 'Sustainable Travel and Public Rights of Way' and T DM2 'Public Parking' together with the PS SPD will materially improve the quality of development in terms of energy performance and carbon reduction, street scene, congestion and pollution.

7. REASON FOR THE DECISION:

The recommendations are intended to ensure that developments deliver the necessary

level of provision in terms of parking provision including for electrical vehicles and active charging infrastructure in order to mitigate their impact in relation to the scale of development proposed and consequent demand from population and households to use such facilities.

8. BACKGROUND PAPERS:

1. Item 9: Parking Standards SPD – Planning Policy Sub-Committee 18 June 2019

<https://democracy.arun.gov.uk/documents/g669/Public%20reports%20pack%2018th-Jun-2019%2018.00%20Planning%20Policy%20Sub-Committee.pdf?T=10>

Appendix 2: Summary Table of Representation responses

Rep. Reference	Name/Agent Name	Comment Summary	ADC Response/Proposed Change to SPD
PS SPD3	Renaissance Retirement Ltd (Mr Tanner)	<p>Arun Parking Standards SPD The requirement for cycle provision for sheltered housing for the elderly should be lower.</p> <p>Suggests 1 cycle space per 5 sheltered units.</p>	<p>No change.</p> <p>The onus will be on the applicant to provide evidence to show expected uptake of cycling. See Principle 6 c).</p>
PS SPD4	Renaissance Retirement Ltd (Mr Tanner)	<p>Arun Parking Standards SPD The car parking requirement for sheltered housing for the elderly should be lowered.</p> <p>Suggests 1 car parking space per 2 sheltered units</p>	<p>No change.</p> <p>The SPD makes allowance for the applicant to explain how the proposed parking provision will meet the needs for the development. The SPD allows for flexibility in provision subject to availability of sustainable transport modes and choices.</p>
PS SPD5	Mr Cross	<p>Table 2.2 Electric Vehicle Charging Points Requirements Seek to avoid parking spaces on new developments where they provide a single garage and two parking spaces in-line on a driveway.</p> <p>Suggests double driveways/double garages to be provided where two spaces required.</p>	<p>No change</p> <p>The Council is receptive to these issues – however, this matter is more appropriately addressed through the commissioned Arun Design SPD.</p>
PS SPD6	Mr Chester	<p>Table 2.3 Recommended levels of cycle provision</p> <p>Define the size of a parking spaces as well as for garages.</p> <p>Is it possible to include guidance which prevents the future conversion of garages or parking spaces into extensions/conversions to habitable rooms?</p>	<p>Agreed – Add clarification that all standard parking spaces are 6mx3m</p> <p>No change - Conversion of a garage to a habitable room would be subject to planning application and therefore, loss of a parking space would be a material consideration in the decision making.</p>
PS SPD7	Mr Chester	<p>Residential Parking Guidance Where a development takes place in a zone with no parking provision required – this will result in higher density development.</p> <p>These developments should contribute towards sustainable</p>	<p>There is no zone where no parking provision is required.</p> <p>No change - The SPD strongly</p>

Rep. Reference	Name/Agent Name	Comment Summary	ADC Response/Proposed Change to SPD
		transport initiatives instead.	promotes the potential for sustainable transport modes and choices.
PS SPD10	Historic England	Arun Parking Standards SPD No specific comment.	Noted.
PS SPD11	Ferring Parish Council	Arun Parking Standards SPD No Comment	Noted.
PS SPD12	East Preston Parish Council	<p>Table 3.1 Expected level of provision for new residential dwellings</p> <p>There is an under-provision of parking spaces in zone 2 especially considering that adult children stay at home for longer but may also own cars as well as their parents.</p> <p>Garages shouldn't be counted as parking spaces because they are rarely used for parking.</p> <p>Are the figures in the table a maximum or minimum?</p>	<p>No change.</p> <p>The parking standards SPD is a starting point for parking on new developments. Principle 2 gives a level of flexibility to the standards which will allow planning consideration of the expected level of vehicle ownership and therefore, parking levels. Furthermore, the standards also require that where parking provision is reduced that contributions for sustainable modes of transport are made (see paragraph 3.2).</p> <p>Add new text to state that garages equal 0.5 parking space but a car port would count as 1 parking space</p> <p>No change.</p> <p>The draft SPD aims to set parking standards which must be used as a starting point in the design of new developments. It does not set minimum or maximum standards but sets standards and principles which will allow informed planning consideration of the level of parking provision and appropriate provision to be permitted.</p>
PS SPD 13	Littlehampton Town Council	<p>Table 3.1 Expected level of provision for new residential dwellings</p> <p>Sustainable transport initiatives need to be incorporated to support lower parking provision in town centre locations.</p> <p>Town Centre car parking provision should accommodate visitors and anticipate growth in the development of flats.</p> <p>Acknowledge schools and</p>	<p>No change.</p> <p>See paragraph 3.2. of the draft SPD. Schemes will need to be identified on a case by case basis and CIL or S106 monies will need to be allocated to sustainable transport provision.</p> <p>No change.</p> <p>Visitor parking provision is included within the draft SPD and parking standards include provision for the development of flats. The draft SPD does not include provision for new public car parks.</p> <p>No change.</p>

Rep. Reference	Name/Agent Name	Comment Summary	ADC Response/Proposed Change to SPD
		<p>transport hubs which generate parking needs.</p> <p>Guidance should specify parking bay size.</p> <p>Take into account increased use of front gardens as parking spaces and therefore more dropped curbs which reduce on street parking capability.</p>	<p>See section 4 of the Draft SPD – Non-residential parking guidance.</p> <p>Agreed – see comment against PS SPD 6</p> <p>No change. See Principle 1 of the draft SPD.</p>
PS SPD 14	West Sussex County Council	<p>Arun Parking Standards SPD Ensure reference to the 'WSCC Guidance on Parking at New Developments May 2019' (WSCC GPND) is reference consistently (e.g. para 1.1).</p> <p>Figures have been rounded up or down to whole numbers rather than using the exact values in the WSCC GPND This approach needs to be explained in the SPD to avoid confusion. Suggest using the same numbers as the guidance.</p> <p>Para 2.5 needs to clarify which standards are being referred to regarding electric charging points (assuming those in Table 2.1 consistency with the 'WSCC Guidance on Parking at New Developments May 2019').</p> <p>Para 2.6 needs quantification, timescale and justification</p> <p>Table 2.2 Electrical Vehicle Charging Points Requirement's is not consistent with WSCC GPND appendix B:-</p> <ul style="list-style-type: none"> • 2023: 41% • 2028:62% • 2033: Should no be included as not modelled by WSCC GPND <p>Par 2.14 Principle 3 needs to be amended to accord with</p>	<p>Noted. consistent references will be made.</p> <p>Noted. An explanation to be added to SPD. The rounded-up figures help to simplify the approach in Arun for development management interpretation and is more accessible to users.</p> <p>Agreed. Further clarification has been provided within the Electric Vehicle Charging point section of the SPD.</p> <p>Agreed. Further clarification provided on the Governments zero carbon targets and future potential regulation and changes.</p> <p>Noted. Arun percentages follow a lower trajectory than shown in the WSCC GPND 2019 and represent an increase every 5 years instead of incrementally every year for ease of implementation</p> <p>Noted. Para 4.7 of the WSCC GPND 2019 refers to 20%.</p>

Rep. Reference	Name/Agent Name	Comment Summary	ADC Response/Proposed Change to SPD
		<p>WSCC GPND – ‘Active charging points for electric vehicles at 24% not 20%</p> <p>Para 2.17 Principle 6 should be amended to be consistent with WSCC GPND para 4.14a. that garages should be 0.5 of a parking spaces rather than 1 parking space. Consequently, suggest amending Table 2.3.</p> <p>Ref to par 2.17 Principle 6 is to Table 2 but should be table 2.3?</p> <p>Para 3.1 ref to Table 3 should be Table 3.1?</p> <p>Table 3.1 support strike out of zone 5 as isn't applicable in Arun. However, it is suggested that the table figures should not be rounded</p> <p>Clarification required on Table 4.1 regarding Use Class D2 Assembly and Leisure.</p>	<p>Agreed and amended accordingly.</p> <p>Agree – see response to PS SPD 12</p> <p>Agree – amended accordingly.</p> <p>Noted. See earlier response on the same point.</p> <p>Agreed – text has been amended.</p>
PS SPD 15	Bourne Leisure	<p>Table 2.2 Electric Vehicle Charging Points Requirements</p> <p>Provision of electric charging points should take a more flexible approach (e.g. QE DM3 of the adopted Local Plan does not set minimum standards) when applying the standards to tourist accommodation. This is due to the significant increase in demand on the national grid compared to the current demand of leisure facilities.</p> <p>Electric vehicle charging points at leisure facilities should be provided from a central location in a dedicated area. Suggests additional wording to paragraph 2.7: “...minimum standards for <u>new development</u> in this SPD. <u>These standards should be used as a guide for developers and will be assessed on a case by case basis.</u></p>	<p>No change. The SPD does allow flexibility regarding the location of electric vehicle charging points within a car parking area.</p> <p>No change. As above.</p>
PS SPD 16	Angmering Parish Council	3 Residential Parking Guidance	

Rep. Reference	Name/Agent Name	Comment Summary	ADC Response/Proposed Change to SPD
		<p>Parking spaces should increase per house in new developments. Angmering shows higher number of commuters than average.</p> <p>On street parking/road widths in new developments causes problems for emergency vehicles as well as visitor parking (which is under provided) Increase cycle lane provision to help with all of this.</p>	<p>No change. The draft SPD uses parking behaviour zones which reflect the level of car ownership anticipated. Also see Principle 2.</p> <p>No change. See Principle 1. And also see paragraph 3.2. Sustainable transport schemes will need to be identified and funded via CIL or S106 contributions.</p>
PS SPD 17	Mrs Boulton	<p>Arun Parking Standards SPD Coach parking on the Green Littlehampton – relocated elsewhere (e.g. industrial park) to deter cars parking when coach parking is empty.</p>	<p>No change. The draft SPD only deals with parking provision associated with new development (section 4) and this will be down to decision making on a case by case basis. These issues would be appropriately dealt with via traffic management/regulation and licensing and via allocations through the development plan.</p>

