

Central Bedfordshire Council

10 November 2022

Sustainable Communities Overview and Scrutiny Committee

Parking Standards for New Developments Supplementary Planning Document

Report of:

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Responsible Director:

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This report relates to a decision that is Key

Purpose of this report

To inform members of the current consultation for the draft Parking Standards for New Developments Supplementary Planning Document (SPD) that is taking place between Tuesday 8th November 2022 and Thursday 5th January 2023.

RECOMMENDATION(S)

The Committee is asked to:

1. Consider, comment and pass recommendations to the Executive on the Parking Standards for New Developments Supplementary Planning Document (SPD).

Executive Summary

1. Parking Standards for New Developments is a new supplementary planning document (SPD) which builds upon the parking related policies adopted in the Local Plan.
2. The document covers cycle parking, car parking, disabled parking, powered two-wheeler parking and operational parking requirements. It sets out the number of parking spaces required for new developments in both residential and commercial settings.

3. The document will give more comprehensive guidance on the types of parking that should and shouldn't be provided.
4. The Parking Standards for New Developments SPD updates and replaces existing standards, whilst providing more detailed guidance and bringing existing standards into one document. The SPD will be considered by OSC and Executive and subject to public consultation.

Background

5. Central Bedfordshire Council is committed to tackling climate change. One of the ways in which we can make a positive difference is through effective parking provision for all vehicle types in new developments. We want to encourage more walking and cycling for shorter journeys, and for longer journeys encourage more sustainable options such as using public transport wherever possible. Ensuring that routes are attractive and useable for pedestrians and cyclists is key to achieving this. Providing sufficient parking for all types of vehicles will be necessary so that parked vehicles do not dominate the street scene or prevent access for pedestrians and cyclists.
6. The Council's [Sustainability Plan](#) was adopted in September 2020. The plan sets out the actions the Council will take to achieve carbon neutrality by 2030. The transport choices that individuals make will strongly influence the Council's ability to achieve this target; active travel and shared transport are promoted within the plan over private car use.
7. We know that nationally car ownership continues to increase, with car ownership in Central Bedfordshire at higher rates than the national average. In preparing this SPD careful consideration has been given to car ownership levels to ensure that the number of parking spaces provided matches demand.
8. This SPD provides detailed guidance on all types of parking for new developments. The document brings together several existing standards into one document. More detail is provided on the types of parking that the Council wants developers to provide and the types of parking that have proven to be less successful and will not be accepted.

Parking policies and guidance

9. A supplementary planning document (SPD) is a document that builds upon and provides more detailed guidance on policies adopted in the [Local Plan](#). The current version of the Local Plan was adopted in July 2021. Section 14 of the Local Plan covers Transport, with section 14.9 relating to parking. Policy T3 gives an overview of the policies related to parking; those relevant to this document are below:

Policy T3: Parking

- Developers of new residential, commercial, and other trip generating developments, must have regard to the car parking standards set out in the Central Bedfordshire Council's Design Guide and Parking Strategy.
- Provision for cycle parking in new developments must have regard to the standards in the Central Bedfordshire Cycle Parking Annex of the Local Transport Plan.

- Provision of lorry parking and waiting facilities for all new industrial and commercial units, including quarries and waste management facilities must be made on site unless suitable alternative HGV parking and waiting facilities are available within the locality.

10. The Parking Standards for New Developments SPD gives more detail to the policies outlined in T3 of the Local Plan. Once adopted the Parking Standards for New developments SPD will replace existing standards in the following documents:

Table 1: Existing parking standards to be replaced by Parking Standards for New Developments SPD

Document title	Standard that is replaced
LATP3: Car Parking Strategy	Appendices B, C and D
Design Guide: 1. Place making in Central Bedfordshire	1.14 Residential and Commercial Parking Standards (p29).
LATP3: Cycle Parking Annexes	Whole document

11. Another SPD is currently under development, which covers Electric Vehicle Charging Points Guidance. This document builds on the standards set out within Building Regulations, for both residential and commercial developments.

12. Several other parking related documents will be written or updated. These documents form part of the Local Transport Plan 4 (LTP4). There will be three LTP4 core documents that cover parking (shown in table 2 in **bold**). These will be written and adopted as part of LTP4 by spring / summer 2024. The three core strategy documents are supported by other policy and guidance documents which cover specific aspects of parking. These exist already (shown in green below) and include a hyperlink.

Table 2: Local Transport Plan 4 Parking related documents

Network Management	On-street Parking Management Strategy
	Policy document: Disabled Persons Parking Bay Guidance Document
	Policy document: Vehicle crossovers
	Policy document: Electric Vehicle Charge Point Plan
	Off-street Parking Management Strategy
	Parking Enforcement Strategy
Supporting document: Fees and charges (statutory)	
Supporting document: Fees and charges (discretionary)	

13. Whilst changes to these documents take place, the most up to date policy relating to the issue in question will take precedence.

Approach to developing the document

14. The Parking Standards for New Developments SPD has been set out so that it can be used as a look up document, as this is the way the document is most likely to be used. This should enable those looking for a particular standard to be able to find it easily.
15. The document is split into two sections, parking standards for residential developments and parking standards for non-residential developments. Both sections include parking standards for cycles, cars, disabled parking, and powered two-wheelers. The parking standards for non-residential developments also includes operational parking standards.
16. The document is based on the existing parking standards, but is updated to reflect current policy and guidance, with additional sections and information included.

Overview of amendments - residential parking standards

17. The cycle parking standards have been updated to reflect guidance in [LTN 1/20 Cycle Infrastructure Design](#). Standards have been introduced for different types of residential accommodation such as houses in multiple occupation and accommodation for older people. A clearer definition of the type of cycle parking that is suitable for residential properties is included. The type of cycle parking aimed at residents, and short-term parking aimed at visitors is also clearly defined. Cycle parking for non-standard cycles is also included. Examples of cycle parking, both good and bad are set out, along with possible layout diagrams for Sheffield stands in the appendices.
18. The car parking standards have been updated to reflect the current level of car ownership in Central Bedfordshire, based on the Census data (2011) and the Central Bedfordshire Householder Travel Survey data (June 2022). The standards have been simplified so there is a minimum number of parking spaces required, based on the number of bedrooms a property has (the [existing standards](#) have a minimum and suggested number of parking spaces based on the number of bedrooms and the property type). See appendix A for the existing car parking standards and the proposed car parking standards.
19. New standards have been introduced for infill developments of up to 15 dwellings within 500 metres of a town centre, railway station and the guided busway, which offers a relaxation to the parking standards.
20. New standards are introduced for houses in multiple occupation, and more information is provided for residential developments aimed at older people, including the implementation of Car Clubs. A section is also included on when car-free developments would be considered.
21. More detailed guidance is given on the type of car parking that should be promoted, with the emphasis on good design to ensure that residents use the parking spaces designed as part of their property and don't choose to park on-street instead. This includes considering the location of parking in relation to the property, the dimensions of the parking bays, and access within the property curtilage for wheelie bins and cycles.

22. The standards include the removal of a single garage counting as a parking space. The Central Bedfordshire Householder Travel Survey completed in June 2022 showed that only 14% of the respondents use their garage to park a car in. [Milton Keynes Council](#) have adopted a similar approach, with garages not counting as a parking space since the adoption of their parking standards in 2016.
23. In line with our sustainability objectives, and to avoid over-provision, larger dwellings that require 3 or 4 parking spaces will have the option to provide 2 parking spaces, and then allowing land for the additional spaces required to be provided as accessible green space. This will give greater flexibility for a resident, enabling them to convert the designated area to a parking space(s) later if required.
24. Guidance is included on disabled parking, to ensure that parking at residential properties is accessible for a disabled person in line with the [Equality Act 2010](#).
25. Information is provided on powered two-wheeler parking.
26. The appendices include several examples of possible parking layouts with dimensions

Overview of amendments – non-residential parking standards

27. The cycle parking standards have been updated, with information provided on the types of cycle parking that would be appropriate for short-stay and long-stay cycle parking. Detail is provided about cycle parking at schools. Examples of cycle parking, both good and bad are included, along with possible layout diagrams for Sheffield stands in the appendices. The standards are varied for urban and rural locations, to reflect the fact that more people are likely to cycle in urban areas. Cycle pool bikes and associated cycle parking are also included for some types of commercial developments.
28. The parking standards for non-residential developments have been updated to reflect the changes in use class and have been combined with the operational parking standards.
29. A new standard is introduced for the number of disabled parking spaces required in relation to the number of standard parking spaces. Layout diagrams for both on-street and off-street disabled parking bays are included in the appendices.
30. A new standard is introduced for powered two-wheeler parking, with a layout diagram in the appendices.

Timescales for completion

Date	Milestone
8th November 2022, 10am	Start of public consultation
10 th November 2022	Document to be discussed at Overview and Scrutiny Committee
5 th January 2023, 10am	End of public consultation
January-March 2023	Review of consultation responses and make any amendments to the document
Early summer 2023	Document to be approved at Executive

Reason for decision

31. Producing detailed guidance on parking standards for new developments is a priority for the Council. The Government is clear that Local Authorities are expected to have up to date plans in place to guide development within their area to plan for the infrastructure, homes, and jobs that our residents need.
32. The Local Plan and supporting SPDs are necessary to ensure future development needs are met in a sustainable way, with the infrastructure required to support growth. Parking provision can influence the way that developments are designed and the way that they are used. It is essential that sustainability is at the heart of this so that those using new developments are encouraged to adopt sustainable travel practices.

Council priorities

33. *Delivering quality housing:* Parking makes up part of new housing; the Parking Standards for New Developments SPD focuses on improving the quality of the parking provision, to ensure that unplanned parking does not detract from the area or obstruct other users.
34. *Improving educational achievement and progress:* The parking standards for new developments SPD includes parking provision at schools. The standards are written in a way to cover need whilst considering the sustainability impacts. Improvements to the quality of scooter and cycle parking at schools aims to encourage active travel.
35. *Making the best use of resources:* Having up-to-date guidance on parking standards will ensure that parking provided by developers is of good quality and is fit for purpose.

Legal Implications

36. It is a legal requirement for local planning authorities to produce a Local Plan and keep it up to date. This SPD enhances the information set out in the Local Plan related to parking and gives more detailed guidance on parking provision at new developments. The Parking Standards for New Developments SPD updates and replaces existing standards, whilst providing more detailed guidance and bringing existing standards into one document. The SPD will be considered by OSC and Executive and subject to public consultation.
37. The general principles derived from case law as to how consultations should be conducted, known as the “Gunning principles” are: consultation should occur when proposals are at a formative stage; consultations should give sufficient reasons for any proposal to permit intelligent consideration; consultations should allow adequate time for consideration and response. There must be clear evidence that the decision maker has considered the consultation responses, or a summary of them, before taking its decision.
38. The guidance will be used by Development Management Officers when determining planning applications by clearly setting out the requirements and expectations for new development within Central Bedfordshire. The guidance will also inform Members’ decision making at Development Management Committee.

Financial and Risk Implications

39. Updating the parking standards for new developments will mitigate the risk of failing to deliver the Council's priorities on sustainable transport and failing to discharge the statutory requirement to update the Local Plan. An up-to-date SPD also mitigates the risk of reputational damage, arising from not addressing community needs and dealing with growth in a sustainable way.
40. Adopting an up-to-date SPD will reduce the risk of costs and risks associated with planning appeals and should provide a firm basis for seeking S106 contributions to fund key infrastructure projects.
41. Work on the Parking Standards for New Developments SPD is funded from within existing Council budgets.

Equalities and Fairness Implications

42. As part of its decision-making process, the Council must have “due regard” to its equality duty. Under Section 149 Equality Act 2010, the Council, must have “due regard” to the need to eliminate discrimination, advance equality of opportunity between persons who share a protected characteristic and those who do not, foster good relations between persons who share a relevant protected characteristic and persons who do not share it to tackle prejudice and promote understanding.
43. A draft Equalities Impact Assessment (EqIA) has been produced which indicates the overall impact of the Parking Standards for New developments SPD is likely to be positive. This will be finalised following public consultation and presented alongside the final version of the document.

Sustainability Implications

44. Transport is by far the biggest source of greenhouse gas emissions and tackling this is extremely challenging. The right type and location of parking within new developments is important in helping to manage vehicle usage and encouraging people to adopt sustainable travel practices.
45. The objectives set out in the Parking Standards for New Developments SPD reflect the highway related principles of the Sustainability Plan where promoting active travel is a priority. The walking and cycling networks are often detrimentally impacted by parked vehicles which through providing adequate, good quality parking can be alleviated. By improving walking and cycling networks and particularly focusing on removing parked vehicles that block footways and cycleways, this can help to make walking and cycling routes more attractive and accessible and encourage people to use active modes of travel, particularly for shorter trips.

Conclusion and next Steps

46. Members are invited to comment and make recommendations to the Executive on the Parking standards for New Developments SPD. Further representations can also be submitted as part of the consultation process by the 5th January 2023. The revised document will be taken to the Executive Committee for final approval, where OSC

comments will be presented, alongside the consultation responses received, and it will be made clear how feedback has been considered and the document amended, as appropriate. It is expected this will be around Summer 2023, depending on the number and scope of consultation responses received.

Appendices

Appendix A: Comparison of the existing and proposed car parking standards

Appendix B: Parking Standards for New Developments SPD

The following Appendices are attached / provided through an electronic link:

Appendix A: Comparison of the existing and proposed car parking standards

Appendix B: Parking Standards for New Developments SPD

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