



**REPORT of
DIRECTOR OF PLANNING AND REGULATORY SERVICES**

**to
PLANNING AND LICENSING COMMITTEE
5 JUNE 2018**

**DRAFT MALDON DISTRICT VEHICLE PARKING STANDARDS
SUPPLEMENTARY PLANNING DOCUMENT: STAKEHOLDER AND PUBLIC
CONSULTATION**

1. PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to outline the content of the draft Maldon District Vehicle Parking Standards Supplementary Planning Document (SPD) (**APPENDIX 1**). It seeks the Committee's approval for the draft SPD to go out for public consultation.
- 1.2 Consultation on Supplementary Planning Documents is a requirement of Section 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012. In accordance with the Council's Statement of Community Involvement, the consultation will be open for six weeks.

2. RECOMMENDATION

That the draft Maldon District Vehicle Parking Standards Supplementary Planning Document (SPD) be approved for stakeholder and public consultation.

3. SUMMARY OF KEY ISSUES

- 3.1 **Need for review of the SPD**
- 3.2 It is good practice to review policies to ensure that they still serve their purpose. The Maldon District Vehicle Parking Standards (VPS) were originally adopted in 2006 and incorporated elements of the Essex County Council (ECC) / Essex Planning Officers' Association (EPOA) Vehicle Parking Standards extant at that time. A policy context review was undertaken in 2011.
- 3.3 Since the SPD was adopted the policy context has changed significantly:
- National policy shift away from maximum parking standards;
 - ECC / EPOA Vehicle Parking Standards were revised in 2009;
 - The SPD pre-dates the National Planning Policy Framework (NPPF), which itself is being revised in 2018;
 - Maldon District Local Development Plan was approved in 2017;

- Maldon District Design Guide SPD was adopted 2017;
 - Advances in technology, changing government policy and public attitudes will result in significant increases in the use of Ultra Low Emission Vehicles, including electric vehicles, in the future;
 - Changes in the patterns of use of vehicles and vehicle design.
- 3.4 Evidence collected to date indicates that there is a clear justification for setting local parking standards in the district:
- The number of car/vans available for use to households in the district has more than doubled since 1981;
 - In 1981 there was an average of 1.09 cars / vans per household, by 2011 the figure had risen to 1.6 cars / vans per household;
 - Maldon District has a lower proportion of car-free households and a higher proportion of households with two or more cars or vans when compared with the rest of Essex;
 - Almost 80% of residents rely on cars or vans (whether driving or as a passenger) to travel to work.
- 3.5 The Council's previous parking standards, originally adopted in 2006, followed the national guidance of the time and implemented maximum parking standards. National policy acknowledges that maximum standards for residential parking can lead to poor quality development, congested streets and has been found to have little influence in reducing car use. Other factors, such as the availability of alternative modes of transport and dwelling type have been found to have a greater impact on reducing car use. As a result, national policy has changed and maximum standards can no longer be set locally unless there is compelling justification to do so. Taking the NPPF and local evidence into account, this SPD does not set maximum car parking standards.
- 3.6 The new parking standards**
- 3.6.1 The draft Vehicle Parking Standards SPD sets out the Council's approach to securing vehicle parking provision in new development in the District. It provides clarification on Policies D1, H4 and T2, and supports the implementation of the Local Development Plan (LDP).
- 3.6.2 The standards are aligned with other policy documents such as the Maldon District Design Guide, which is the starting point for the design of parking areas.
- 3.6.3 This report summarises the main elements of the draft SPD.
- 3.6.4 This draft SPD sets minimum standards for residential parking to ensure appropriate levels of parking are provided where people live. 83% of households have access to 1-3 cars (2011 Census), therefore the residential car parking standards focuses on this level of car parking provision
- 3.6.5 In the 2011 Census only 12.6% of households did not have access to a car / van. This means that over 87% of households have access to at least one car / van. Due to the

number of cars available to households in the 2011 Census, the increase in car ownership year on year, and the reliance of residents on private cars to access employment, education and everyday services, the expectation is that all new dwellings will have at least one allocated car parking space each.

Size of dwelling	Minimum number of car parking spaces
One bedroom dwelling	1
Two bedroom dwelling	2
Three bedroom dwelling	
Four+ bedroom dwelling	3

- 3.6.6 In exceptional circumstances, provision below the standards may be allowed, if justified by clear evidence (for example conversion of upper storeys above commercial premises for use as residential flats in town centres with nearby car parking, in areas within easy walking distance of regular public transport and community facilities, etc.). In these circumstances, reduced parking provision is to be accompanied by other demand management measures, such as the provision of high quality cycling facilities and proactive Travel Plans.
- 3.6.7 Where non-residential development is located as follows, the expectation will be that there is sufficient parking provision for staff and visitors within the site, to ensure that the operation of the development does not negatively impact on the surrounding road network or result in on-street parking:
- Outside a town centre where there is available public car parking;
 - Is not within 960m (12 minutes) walk of a train station;
 - Is not within 640m (8 minutes) walk of a bus stop with a regular bus service.
- 3.6.8 The main change has been in B1a – offices, where the standard has been increased - from one car parking space per 30m² to one space per 20m², to reflect increases in office based employment densities. B8 storage and distribution use has been split into two categories - storage warehouse and warehouse distribution with different parking standards that reflect the differing employment densities of these uses.
- 3.6.9 The 2006 SPD contained aspirational cycle parking standards to influence a shift to non-car modes. However, only around 2% of people in the district bike to work (2011 Census). The draft SPD still sets generous, minimum cycle parking standards to promote cycle use, however, for some uses, the standards have been reduced to better reflect likely cycle use and employment densities.
- 3.6.10 The draft SPD introduces standards for Electric Vehicle (EV) charging points. In the UK, new registrations of Ultra Low Emission Vehicles have grown from 269 cars in 2010 to 51,320 in 2017. The draft consultation NPPF actively encourages provision of spaces for charging plug-in and other ultra-low emission vehicles, and by 2040 petrol and diesel cars will no longer be manufactured. For non-residential development the draft SPD has set a standard of 1 charging point per 20 spaces (5%), plus 5% of available spaces to be provided with power supply for additional fast charge sockets in the future, to ensure that developments are future proofed. Charging point standards are also set for residential development.

- 3.6.11 A departure from the standards (higher or lower) will be considered where clear evidence is provided to support the level of provision proposed.
- 3.6.12 The standards for parking for people with disabilities has been simplified. The previous SPD standard was a mix of a minimum number of bays plus a percentage of the car park's total capacity, which varied depending on the type and size of car park. The draft SPD provides, in most cases, for 5% of car parking bays to be for people with disabilities. Communal parking in residential development and non-residential uses with smaller car parks have minimum provisions set. It is recognised that health and social care facilities and housing for older people may require higher provision. The amount of provision will be based on an individual assessment of the development proposed, target customers and likely demand.
- 3.6.13 The draft SPD introduces standards for secure, undercover storage for mobility scooters in specialist housing developments and for other types development likely to be used by older people / people with disabilities (e.g. health and social care facilities).

3.7 **Status of the SPD**

- 3.7.1 Once adopted by the Council, the Vehicle Parking Standards SPD will be a material consideration in making decisions on planning applications. It will replace the Council's adopted Vehicle Parking Standards (SPD) (2006).

3.8 **Consultation**

- 3.8.1 The SPD and supporting documents will be available to view at www.maldon.gov.uk/spd, at the Council offices and at all local libraries. The consultation for this SPD is open for six weeks from 14 June to 26 July 2018.
- 3.8.2 Stakeholders and the community can comment on the draft SPD by post or via email. Following the consultation, all comments made will be considered and changes made to this SPD, where appropriate. The outcome of the consultation will be reported to this Committee in the autumn, with a recommendation for the Council to adopt the SPD.

4. **CONCLUSION**

- 4.1 The draft Vehicle Parking Standards SPD sets out the Council's approach to securing vehicle parking provision in new development in the District. It provides clarification on Policies D1, H4 and T2, and supports the implementation of the LDP.
- 4.2 These car parking standards are more generous than those in the previous SPD, taking into account the availability of public transport and residents' reliance on the car for accessing employment, everyday services and leisure. The key objective of these standards is to help create functional developments, whilst maximising opportunities for use of sustainable modes of transport. This will enable people to sustainably and easily carry out their daily travel requirements without an unacceptable detrimental impact on the local road network, or the visual appearance of the development, from excessive and inconsiderate on street parking.

- 4.3 SPD consultation is a regulatory requirement. The stakeholder and public consultation will be for six weeks and the outcomes will be reported back to this Committee in the autumn.
- 4.4 Once adopted by the Council, the SPD will have weight in the planning process and will be a material consideration when planning applications are being assessed. The SPD will replace the Council's 2006 Vehicle Parking Standards SPD.

5. IMPACT ON CORPORATE GOALS

- 5.1 The draft SPD will have a positive impact on the corporate goals of which underpin the Council's vision for the District, in particular protecting and shaping the District and balancing the future needs of the community.

6. IMPLICATIONS

- (i) **Impact on Customers** – Planning applications that generate vehicle parking requirements will be determined in accordance with the SPD ensuring delivery of quality; sustainable developments which meet local needs.
- (ii) **Impact on Equalities** – An Equalities Impact Assessment identifies that the SPD will have a positive impact upon the District's communities by providing for a range of vehicle parking provision for residents and businesses, including for people with disabilities, mobility scooters and cyclists.
- (iii) **Impact on Risk** – The SPD should improve highway safety by providing sufficient parking on site. Inadequate off-street parking provision can lead to indiscriminate parking, which can prejudice the safety of users of the highway or the passage of utility and emergency vehicles. This overspill parking often results in parking on footways and verges, which can potentially cause damage to underground utility services and present difficulties for pedestrians, those using push chairs, and people with impaired mobility, especially if using mobility equipment.
- (iv) **Impact on Resources (financial)** – The costs related to the stakeholder and public consultation will be met through the community engagement resource for the LDP.
- (v) **Impact on Resources (human)** – None.
- (vi) **Impact on the Environment** – The SPD promotes high quality, inclusive and sustainable development and safeguards the character and distinctiveness of the District. A Strategic Environmental Assessment (SEA) Screening Report has been undertaken: this shows that the SPD is expected to generate no significant effects on the environment

Background Papers:

Maldon District Local Development Plan www.maldon.gov.uk/ldp

Burnham-on-Crouch Neighbourhood Plan 2017

https://www.maldon.gov.uk/info/20048/planning_policy/8112/community_led_planning_and_neighbourhood_plans/4

Maldon District Design Guide 2017 www.maldon.gov.uk/mddg

Draft revised National Planning Policy Framework, 2018

<https://www.gov.uk/government/consultations/draft-revised-national-planning-policyframework>

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