

**LICENSING AND PLANNING POLICY COMMITTEE
10 DECEMBER 2015**

**PARKING STANDARDS FOR RESIDENTIAL DEVELOPMENT SUPPLEMENTARY
PLANNING DOCUMENT**

<u>Report of the:</u>	Head of Place Development
<u>Contact:</u>	Michael Clarkson
<u>Urgent Decision?(yes/no)</u>	No
<u>If yes, reason urgent decision required:</u>	
<u>Annexes/Appendices (attached):</u>	Annex 1: Schedule of Consultation Comments, Officers' Responses and Suggested Actions
<u>Other available papers (not attached):</u>	Licensing and Planning Policy Committee Report Item 07 17 September 2015 Surrey County Council Vehicular and Cycle Parking Guidance 2012

REPORT SUMMARY

The Parking Standards for Residential Development Supplementary Planning Document (SPD) was approved by the Committee for public consultation in September 2015. The consultation has now closed.

This report provides an overview of the consultation comments received, Officers' responses, and possible amendments to the SPD as a result. Subject to the Committee's agreement to the minor amendments suggested through the consultation the SPD can now be adopted.

RECOMMENDATION

1. That the Committee consider the responses to the consultation.
2. That the Committee consider the suggested amendments resulting from the consultation and, subject to any additional amendments, agree the Parking Standards for Residential Development Supplementary Planning Document (SPD) for adoption.

Notes

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1 Implications for the Council's Key Priorities, Service Plans and Community Strategy

- 1.1 The Local Plan provides the framework for the spatial delivery of the objectives of the Sustainable Community Strategy and the Council's Key Priorities. The Core Strategy and Development Management Policies Document form key components of the Local Plan. Policies CS16 and DM37 contained within these respective documents form the basis on which to pursue the introduction of Borough-wide parking standards.

2 Background

- 2.1 The County Council's Vehicular and Cycle Parking Guidance 2012 is currently the only reference point for parking standards in the determination of individual planning applications. Following the adoption of the Development Management Policies Document on 15 October 2015, the Council can now adopt its own local parking standards in accordance with Policy DM37.
- 2.2 In anticipation of the adoption of the Development Management Policies Document, the Council consulted on a draft Supplementary Planning Document (SPD). The SPD outlines minimum parking standards for new residential development. These standards are based on detailed background evidence, which presents a clear and robust confirmation of the need to introduce parking standards for residential development.
- 2.3 The parking standards set out in the SPD only apply to residential development. This is because the majority of new development coming forward over the plan period is likely to be for residential use. The level of parking needed for other non-residential uses is difficult to calculate and is best assessed on an individual basis with reference to site-specific constraints. Commercial uses such as supermarkets that may come forward during the plan period will therefore be subject to individual assessment with reference to the Surrey County Council Guidance. Proposals for mixed use developments will need to use a combination of the two.

3 Consultation Outcomes and Recommendations

- 3.1 A copy of the consultation comments received, Officers' responses, and suggested actions are attached under Annex 1. The comments were mostly from individuals, although organisations such as the Epsom Civic Society, Epsom & Ewell Cycling Action Group, LA21 / Environment Forum Transport Group, Surrey County Council. and the Environment Agency also responded.

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- 3.2 The comments received were mixed, with some respondents feeling that the minimum standards were adequate, some feeling they were too low and some arguing that they were too high and did not take into account proximity to public transport and other amenities in areas outside Epsom Town Centre. Officers' responses stressed that as they were minimum standards, the Council could impose a higher level of provision once site specific factors and other evidence were taken into account. Similarly, a developer might seek exceptions to the standards where it could be robustly demonstrated that there would be no harmful impact on the surrounding area in terms of street scene or availability of on-street parking. Both of these scenarios are best assessed on a case-by-case basis.
- 3.3 Many respondents felt that other uses such as student accommodation and Houses in Multiple Occupation (HMOs) ought to be included within the standards. As these are not expected to form a high proportion of expected growth over the remainder of the Plan period (i.e. to 2026), it is considered that these types of development are best assessed on a case-by-case basis.
- 3.4 It is recommended that the minor amendments identified as suggested actions can be incorporated into the final version of the SPD. These amendments consist of slight increases to the minimum garage size previously identified in order to prevent garages being provided that are too small to house vehicles, and some more general amendments to provide clarity to the text.

4 Financial and Manpower Implications

- 4.1 There are adequate staff resources to facilitate the adoption of the SPD.

5 Equalities and Other Legal Implications

- 5.1 None for the purposes of this report.

6 Sustainability Policy and Community Safety Implications

- 6.1 The provision of appropriate off-street parking through the introduction of minimum parking standards will contribute to maintaining the character and appearance of the Borough, particularly in areas of historic interest, by reducing the need for on-street parking.
- 6.2 Supplementary Planning Documents (SPDs) are no longer subject to Sustainability Appraisal. However, the Core Strategy and Development Management Policies on which this SPD is based have been subject to this process.

7 Partnerships

- 7.1 The Council will continue to work with Surrey County Council to ensure adequate provision of parking in new development and to ensure highway safety is maintained.

8 Risk Assessment

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- 6.1 The provision of up-to-date parking standards ensures that the Local Plan responds to this important issue and provides the Council with the necessary policy tools required to manage future residential development. There is a risk that the absence of up-to-date standards could allow unsustainable developments to come forward through the planning appeal process.

9 Conclusion and Recommendations

- 9.1 The adoption of new Borough-wide parking standards for residential development will ensure appropriate provision of off-street parking in future development.
- 9.2 It is recommended that the Committee consider the suggested amendments resulting from the consultation and, subject to any other amendments, agree the Parking Standards for Residential Development Supplementary Planning Document for adoption.

WARD(S) AFFECTED: All