

# Parking Standards for New Development

Planning Committee

Date: 11<sup>th</sup> June 2019

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Author: Service Manager – Transport Planning, Development & Street Works Management

Wards: All

Locality Affected: All

Parishes Affected: All

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## 1. Purpose and Reasons

- 1.1 The Council requires that all new development makes appropriate provision for the parking of cars, motorcycles and cycles. It does so to ensure that new development is accessible to all but also to ensure that development is, as far as possible, self-contained and without impacts that would otherwise arise from indiscriminate parking in the highway.
- 1.2 The Council's parking requirements are set out in the '*Development Control Guidance Note, Technical Guidance on Parking Standards*' document of 2007, a standard that is increasingly becoming unsuitable as a basis for defining the parking needs of new development. In order to ensure that the Council's standards remain fit for purpose, a review of the standards has therefore been undertaken, leading to the preparation, in draft, of an updated 'Parking Standards for New Development' document (hereinafter referred to as the **Parking Standards 2019**).
- 1.3 This report seeks Committee's approval of the draft **Parking Standards 2019** as a basis of a Public Consultation exercise. The results of that consultation exercise and a Final Draft of the document will again be reported to Committee later this year, with a request that the document is, subject to any required amendments, finalised and formally adopted as a Development Management document.

## 2. Recommendations

### That Committee:

- 2.1 Approves the draft **Parking Standards 2019** attached at Appendix 1 and authorises Officers to undertake a Public Consultation exercise to secure feedback from a range of stakeholders. Committee is also recommended to authorise the Service Manager – Transport Planning, Development and Street Works Management to make minor typographical and factual corrections to the document if required in advance of publication, in consultation with the Chair of the Planning Committee.

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## 3. Context

### Planning Policy Framework

- 3.1 The Swindon Borough Local Plan 2026, at Part 4, includes a range of policies aimed at enabling sustainable development.
- 3.2 The Plan includes policies targeted at minimising the impact of new development on amenity and highway safety, with Policy TR2 specifically requiring that new development should make provision for the parking of cars, motorcycles and cycles in accordance with adopted standards.
- 3.3 The National Planning Policy Framework (NPPF 2018) supports new development where it does not compromise the effective or safe operation of the highway network (para. 108). Paragraph 110 requires that new development schemes create places that are safe, secure and attractive. Doing so requires that new development accommodates its parking demand.

### Council Aims and Objectives

- 3.4 The Vision for Swindon 2019 – 2020 has four main priorities, most relevant to new development and parking being the first and third Priorities:
  - Improve infrastructure and housing to support a growing, low-carbon economy
  - Ensure clean and safe streets and improve our public spaces and local culture
- 3.5 The adoption and application of **Parking Standards 2019** will support these overarching objectives generally by ensuring that new development is fit for purpose and without impact on the amenity or safety of the communities within which it lies and specifically by promoting and facilitating a move towards electric vehicles (Pledge 2).

## 4. The Review Process

- 4.1 A cross-discipline Officer Working Group was set up to develop a new Standard, taking account of the following:
  - Car Ownership Data (including trends and variation by location and property size and type);
  - Prevailing Transport Policy Guidance;
  - Soft Market Testing;
  - Residents Questionnaire;
  - Officer experience;

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- 4.2 Upon reviewing other authorities' standards, it became clear that there is no consistency across adopted standards – other adopted standards were reviewed where guidance on specific matters was deemed helpful.
- 4.3 The draft standards document developed by the Officer Working Group was subsequently approved by a cross-discipline Senior Officers Group.
- 4.4 The emerging **Parking Standards 2019** was presented to Cabinet Members on 23<sup>rd</sup> January 2019 and incorporating Member feedback, a revised document was presented to the Lead Cabinet Members for Strategic Planning and for Highways and the Environment on 10<sup>th</sup> May 2019.

## 5. Proposed Parking Standards

- 5.1 The outcome of the review process has been the Draft **Parking Standards 2019** attached at Appendix 1. The draft standards document includes a number of strategic changes over the 2007 document:

### Less Prescriptive

- 5.2 The updated standards make less prescriptive provision for parking in some cases, where a more appropriate approach is to assess the level of demand based on specifics of the location and the form of development.

### Zoning System

- 5.3 A four-zone arrangement is now proposed (rather than the existing two), allowing greater recognition of varying accessibility profiles across the Borough. Zoning does not apply to non-residential development.

### Dwelling Definition

- 5.4 The distinction between a flat and a house is removed. Standards now relate simply to 'dwellings' of different sizes.

### Electric Vehicle Charging

- 5.5 A requirement is now made for electric vehicle charging points (EVCPs) to be included within new development, with guidance as to the form of EVCP that will be acceptable to the Council.

### Mobility Scooters

- 5.6 The draft **Parking Standards 2019** require that new development that is likely to cater for those making use of a mobility scooter, such as Care Homes and Retirement Homes, will be expected to make provision for storage areas and charging points.

### Visitor Parking

- 5.7 The current requirement that visitor parking in residential development is provided at a rate of 1 per 5 dwellings is to be changed to 1 per 4 dwellings.

### Bay Size

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- 5.8 Parking Standards 2019 requires car parking bays to be a minimum dimension of 2.5 x 5m, an increase on the existing 2.4 x 4.8m bay size requirement.
- 5.9 Parking Standards 2019 will include three tables that define the Council's parking requirements for (a) cars in residential development, (b) cars in non-residential development and (c) cycles in all developments. The document also includes details of our requirements in respect of motorcycles and car parking for houses of multiple occupation (HMOs).
- 5.10 The draft new parking requirements as set out in the tables are shown in the tables below, which also show the proposed change from the 2007 standards.

Sector	Land Use	Car Parking (Spaces)	Existing Standards	Effect of Changes
Town Centre	Dwellings	No parking required	Houses required to provide 2-3 spaces	Reduced Requirement
District Centre	1-2 bedrooms	1 per dwelling	2+ bedrooms requires 2 spaces	Reduced Requirement
	3-4 bedrooms	2 per dwelling		No Change
	5+ bedrooms	3 per dwelling		No change
Other Urban	1 bedroom	1 per dwelling		No change
	2-3 bedrooms	2 per dwelling		No change
	4+ bedrooms	3 per dwelling	5+ bedrooms requires 3 spaces	Increased Requirement
Rural	1-2 bedrooms	2 per dwelling	The same for houses but less for flats	Increased Requirement
	3+ bedrooms	3 per dwelling	5+ bedrooms requires three spaces	Increased Requirement

Table 1: Changes to Car Parking Standards (Residential)

- 5.11 Table 1 sets out the proposed requirements for car parking at new residential development (Column 3), based on the four-zone arrangement. The table shows the current requirement at Column 4. It can be seen a somewhat reduced parking provision is required in the smallest, most accessible dwellings. Larger dwellings in less accessible locations will be expected to make maker provision than is now the case.
- 5.12 Car parking for visitors will be required, at a new and increased rate of 1 per 4 dwellings (existing is 1 per 5).
- 5.13 Table 2 sets out the proposed requirements for car parking at new non-residential development (Column 2). The table shows the current requirement at Column 3.

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Land Use	Car Parking (Spaces)	Existing Standards	Effect of Changes
Hospitals	No standard	1/4 staff + 1/3 visitors	Assessment on merits
Nursing Homes	No standard	1 per 4 bedspaces	Assessment on merits
Other Retirement Homes	No standard	1 space per unit	Assessment on merits
Place of Worship	No standard	1 per 5sqm	Assessment on merits
Restaurants, Pubs and Cafes	No standard	1 per 25sqm	Assessment on merits
Libraries, Art Galleries and Museums	No standard	1 per 40sqm	Assessment on merits
Music Halls, Bingo, Sports Facilities, Stadia	No standard	1 per 2sqm	Assessment on merits
Education Centres:			
○ Staff	1 per 2 staff	1 per 2 staff	No change
○ Visitors	1 per 7 staff	1 per 7 staff	No change
○ Parents	To be assessed on merits	1 per 12 pupils	Assessment on merits
Higher and Further Education	No standard	1 per 2 staff	Assessment on merits
Car Sales and Repairs	No standard	1 per 45sqm	Assessment on merits

Table 2: Changes to Car Parking Standards (Non-Residential)

- 5.14 Notable is the proposal to remove a prescriptive standard from a large number of development types. This does not remove the requirement for parking, it simply places greater onus of developers to assess parking demand and justify their proposals, rather than blind reliance on a standard that may not be appropriate.
- 5.15 Table 3 indicates the proposed change in cycle parking standards. It can be seen that for large dwellings, additional cycle parking will now be required, as it will be at Schools.

Land Use	Existing Standards	Effect of Changes
Retail and Leisure	4 spaces plus 2 spaces for every 500m <sup>2</sup> above 1,000m <sup>2</sup> (GFA)	No change
Employment Development	4 spaces plus 2 spaces for every 500m <sup>2</sup> above 1,000m <sup>2</sup> (GFA)	No change
Dwelling houses and flats	1 space per unit	<b>Increased Requirement</b>
Primary (from age 7) and Secondary Schools, Further and Higher Education	1 per 10 staff and students	<b>Increased Requirement</b>
Nursery/Creche/Infant and Primary School (up to age 6)	1 per 10 staff (Parking for Infant pupils assessed on merits)	No change

Table 3: Changes to Cycle Parking Standards

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- 5.16 The new document will suggest forms of cycle parking that are acceptable to the Council and will include a link to the Council's Cycle Parking Guidelines, which provide further guidance on the many forms of available cycle parking systems.

## 6. Alternative Options

- 6.1 The alternative to the adoption of **Parking Standards 2019** would be to continue to rely on the provisions made within the 2007 document in assessing new development proposals. The consequence would be a continued reliance on a policy document that through its age carries limited weight, with an increasing risk that challenges by developers to its requirements will be successful and development will be permitted – on Appeal – with inadequate provision made for parking. Without an adopted standard that requires the provision of facilities for the charging of electric vehicles, the Authority will have reduced power to ensure the roll out electric charging facilities.

## 7. Implications, Diversity Impact Assessment and Risk Management

### Financial and Procurement Implications

- 7.1 The adoption of new parking standards will have no financial implications beyond those associated with the Officer time required to manage the public consultation exercise and to develop the document to the point of adoption.

### Legal and Human Rights Implications

- 7.2 The Director of Law and Democratic Services has reviewed the draft **Parking Standards 2019** and confirmed that there are no legal or human rights implications associated with the adoption of updated development parking standards. The Director will again be consulted prior to the finalisation of the document ahead of approval for adoption by Planning Committee later in the year.

### All Other Implications (including Staff, Sustainability, Health, Rural, Crime and Disorder)

- 7.3 By adopting new parking standards that are seen to be more fit for purpose than those currently relied upon, Officers will feel more confident in the application of those standards, which will carry greater weight as a material consideration in the determination of planning applications.
- 7.4 The updated standards make enhanced provision for cycle parking, for facilities for those with a mobility scooter and for facilities for electric vehicles. The **Parking Standards 2019** therefore represent a move towards more sustainable and more equitable development.
- 7.5 The existing standards document of 2007 is badly written, badly presented and confusing in its interpretation. Adopting **Parking Standards 2019** will assist

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those who design new development and in parallel, enhance the credibility of the Council's Development Management function.

## Diversity Impact Assessment

- 7.6 A Diversity Impact Assessment (DIA) has been undertaken and has been reviewed and approved by Officers within the Learning & Development team. The DIA, has assessed the implications of the change in parking standards for all those who might be affected and concluded that the policy document supports diversity by making provisions for all sectors of the community.

## **8. Consultees**

- 8.1 The Board Director, Resources (Section 151 Officer) and Director of Law and Democratic Services (Monitoring Officer) are consulted in respect of all reports.

## **9. Background Papers**

- 9.1 The relevant background documentation:
- Development Control Guidance Note, Technical Guidance on Parking Standards' (Swindon Borough Council, December 2007)

## **10. Appendices**

Appendix 1: Parking Standards 2019 (Draft May 2019)