

North Somerset Parking Standards Supplementary Planning Document (SPD) Review

March 2021

Purpose of the SPD

- Expands on ‘Policy CS11: Parking’ of the adopted Core Strategy (2017)
- Sets out the Council’s approach to parking in North Somerset
- Looks to ensure appropriate levels of parking at new developments and promote Highway Safety
- Used by agents, developers, members of the public and other stakeholders to understand parking requirements
- Guides internal officers to assess planning applications
- Contributes to wider Council priorities – e.g. Climate Emergency and ambition to be Carbon Neutral by 2030

Context of the Review

- **Context**

- Current Standards adopted in 2013 – need to review
- Various outdated policy references in need of updating

- **Climate Change Emergency**

- Need to review SPD in light of Council's declaration of a Climate Emergency
- Already seen policy developments and reviews elsewhere in Highways and Transport e.g. Active Travel Strategy and Highways Development Design Guide Review

- **Progress to Date**

- A revised draft has been produced by the Highways Development Management Team
- An internal officer consultation was undertaken towards the end of last year
- The SPD has been revised in line with this feedback and we are now seeking approval for the SPD to go to public consultation at the Executive Committee scheduled for the 28th April

Parking Discount Assessment 1/5

- **Aims**

- Introduction of a 'Parking Discount Assessment' to recognise that different areas of North Somerset require different levels of parking and to **enable a reduction in the number of parking spaces required in accessible locations**
- Current Standards already allow for 'deviation from the standard in exceptional circumstances', and the Weston Town Centre Regeneration SPD (2017) already permits reduced parking standards in the SPD area
- Parking Discount Assessment builds on this by providing a clear and robust assessment to identify where we may reduce parking standards across North Somerset
- Developments in locations well served by active and public modes of transport that are **less dependent on private vehicle**, will receive a reduction in the number of vehicle parking spaces required
- This will help facilitate developments in accessible locations **less dominated by private vehicle use and encourage higher density development**

Parking Discount Assessment 2/5

- **Climate Emergency & Active Travel Strategy**
 - Contributes directly to achieving our ambition to be **carbon neutral by 2030** and delivers on some of the primary objectives outlined in our emerging Active Travel Strategy including:
 - **Tackling the Climate Emergency** and improving air quality by reducing reliance on fossil fuels and car dependency
 - **Shaping Active Travel neighbourhoods** through an enabling planning system that promotes Active Travel communities
 - **Achieving the health and social benefits** associated with higher active travel and less car dependency

Parking Discount Assessment 3/5

● Using the Assessment

- Adapted from similar assessments currently used by B&NES and other authorities nationally
- Assessment will act as a guide for both developers and officers as to the level of parking we may consider acceptable
- Development proposals scored against a variety of criteria in order to receive a reduction in the number of parking spaces required
- Residential assessment comprises 21 questions and non-residential comprises 14
- Includes criteria such as:
 - Walking distance to nearest bus stop
 - Walking/cycling distance to nearest educational, retail and medical facilities
 - Quality of pedestrian/cycling facilities

Criteria	Variation	Possible Score	Example W-s-M Town Hall
1. Walking distance (m) to nearest bus stop with daily service	Less than 300 m	5	5
	Less than 500 m	3	
	Less than 1000 m	1	
	More than 1000 m	0	
2. Most frequent bus service within 500m of the site	15 minutes or less	5	5
	30 minutes or less	3	
	60 minutes or less	2	
	Over 60 minutes	0	
3. Number of bus services with an at least 60 minute weekday frequency stopping within 500m of the site	6 or more	5	5
	2 to 5	3	
	1	2	
	0	0	
4. Quality of nearest bus stop (if within 500m of the site)	Good: Shelter, seating and flag; Timetable and Real-time information; Raised kerb and adequate footway width; Well lit, CCTV and overlooking buildings	2	

Parking Discount Assessment 4/5

- **Various levels of discount available** ranging from very low: 0-5% discount to very high: 65-95% discount
- Further points available for proposals that include measures which reduce reliance on private vehicles e.g. shared e-bike schemes and provision of a car club vehicle

Site Rating	Points from Questionnaire	Discount
Very low	0 to 10	0-5%
Low	11 to 20	5-10%
Low-moderate	21 to 30	10-15%
Moderate	31 to 40	15-25%
Moderately-high	41 to 50	25-40%
High	51 to 60	40-65%
Very high	61 +	65-95% *

Parking Discount Assessment 5/5

- Highways Development Management Team has tested on a wide variety of sites across North Somerset

Site	Blagdon Water Gardens	Nailsea Uplands	Clevedon (B&M)	Old Mill Road, Portishead (With Train Station)	Town Hall (Without RPZ)
Rating	Very low	Low-moderate	Moderate	Moderately-high	High
Discount	0-5% discount	10-15%	15-25%	25-40%	40-65%

Principle 4: Low-Car Development

- **Introduction of Principle 4: Low-car Development**

Principle 4: Low-car development

In line with the Parking Discount Assessment included within this SPD as Appendix B, the council will be supportive of low-car development in highly sustainable locations, well served by public and active modes of travel.

- Current standards require a **minimum of one car parking space per dwelling** in all circumstances excluding change of use where there is no increase in the level of under provision of parking
- Replaced with a low-car development principle to support low-car developments in sustainable locations that are less reliant on private vehicle use
- **Will be subject to justification in line with the Parking Discount Assessment**
- Disabled bays, delivery bays and emergency vehicular access must still be provided

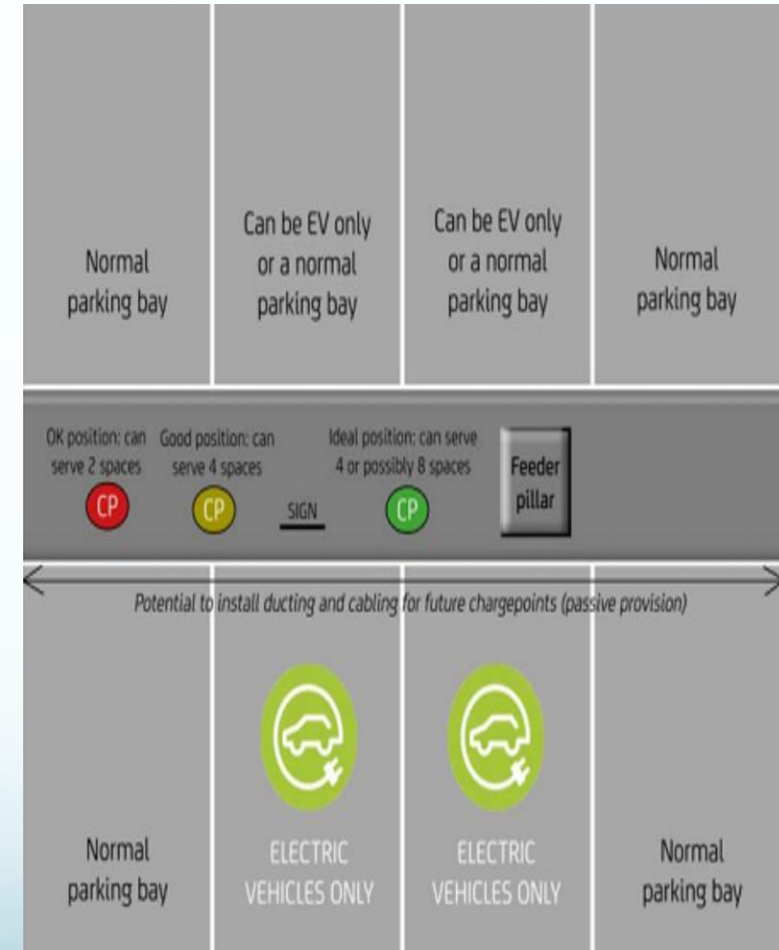
Principle 19: Electric Vehicle Parking

- Introduction of Principle 19: Electric Vehicle Parking

Principle 19: Electric Vehicle Parking

To future proof new development by ensuring that sufficient electric vehicle parking provision and infrastructure is provided in both public and private parking areas.

- Current SPD only **‘encourages’** developers to provide Electric Vehicle Charging Infrastructure
- Need to update in line with developments in national government policy towards EV provision and our ambition to be carbon neutral
- Revised SPD sets **minimum requirements for EV provision** at new development based on recommendations set out in 2019 report commissioned by West of England Authorities
- Also includes best practice guidance and suggested layout diagram from the Energy Savings Trust (pictured)



Principle 20: Car Club Schemes at New Developments

- **Principle 20: Car Club Schemes at New Developments**

Principle 20: Car Club Schemes at New Developments

Car club schemes must be considered at new developments. Where considered appropriate, the Council may secure provision via a planning condition or via Section 106 agreement.

- Current SPD makes no reference to Car Club provision at new development
- Revised SPD makes clear car clubs **must** be considered at new developments
- Council may secure provision via a planning condition or via Section 106 agreement
- These should be served by an electric vehicle and located next to an electric vehicle charging point wherever possible

Cycle Parking Updates

- **Cycle Parking Updates**

- Increase in minimum standards at residential development
- Amendments in line with recent government guidance (Gear Change Strategy, and Local Transport Note (LTN) 1/20 Cycling Infrastructure Design)
- Require that 5% of all cycle parking spaces be provided for non-standard cycles to accommodate people with mobility impairments
- Contributes towards the Active Travel Strategy and Net Zero ambition

General Updates

- **General Updates**

- Comprehensive review of policy references within the SPD
- Updates to Appendix A 'Car and Cycle Parking Standards' to include requirements for developments such as
 - Gyms
 - Houses of Multiple Occupancy (HMOs)
 - Holiday Lets
 - Swimming Pools
- More flexible garage dimensions to require the same gross floor area but not strictly 3m x 7m
- Small increase in parking bay dimensions from 2.4m x 4.8m to 2.5m x 5m to ensure spaces remain usable and accessible for modern vehicles

Questions