



SOUTH WOODHAM FERRERS TOWN COUNCIL

Champions Manor Hall, Hullbridge Road,
South Woodham Ferrers,
Essex. CM3 5LJ
Tel: Chelmsford (01245) 321817

PLANNING COMMITTEE

A G E N D A

For a Meeting to be held at 7.00pm on
Tuesday 26 April 2016

at Champions Manor Hall, Hullbridge Road,
South Woodham Ferrers

Membership:

Councillor J Winn (Chairman)
Councillor A Shearring (Vice Chairman)

Councillor S Betteridge
Councillor R Hardman
Councillor C Weir-Ewing

Councillor P Ferry
Councillor A John
Councillor P Whiteward

Councillor K Golding
Councillor M Sismey

Local residents are welcome to attend this meeting. At the meeting, your elected Councillors will take decisions affecting YOU, the Community and the Town. At the beginning of the meeting there is an opportunity for you to make representations, answer questions and give evidence in respect of any item of business on the agenda. The public may participate for up to 15 minutes for this purpose. If you have any queries, please telephone the Town Clerk on 01245 321817. Please join us.

Tory Melhuish
Deputy Town Clerk
20 April 2016

1. Apologies for Absence

To RECEIVE any apologies for absence.

2. Declarations of Interest

Any Member declaring an interest is asked to state whether this is a pecuniary or non-pecuniary interest. Clarification, if required, can be sought prior to the meeting with the Chairman or the Town Clerk.

3. Confirmation of Minutes

To APPROVE the minutes of the meeting held on 29 March 2016 as a true record.

4. Public Questions

In accordance with Standing Order 1.c to allow up to 15 minutes for members of the public to make representations, answer questions and give evidence in respect of any item of business on the agenda. At the close of this item members of the public will no longer be permitted to address the Committee; Members with pecuniary interests will also not be permitted to speak, address the Committee on those interests and must leave the meeting when the item in relation to their interest is being discussed.

5. Previous Planning Decisions

To note the City Council planning decisions which differ from the Town Council recommendations as circulated at the meeting.

6. Current Planning Applications

To consider such planning and tree applications as are outstanding. Applications have been received on the following properties; a complete list will be circulated at the meeting:-

Application No	Details	Cllr to Report
16/00475/FUL	53 Littlecroft <i>Single storey side extension</i>	Cllr C Weir- Ewing
16/00492/FUL	24 Gladden Fields <i>Single storey rear extension and partial conversion of existing double garage</i>	Cllr J Winn
16/00404/FUL	58 Inchbonnie Road <i>Two storey front extension, raising of roof and external alterations</i>	Cllr A Shearring

7. Consultation Exercise

Consultation on review of Essex Parking Standards, Design and Good Practice 2016 and associated Strategic Environmental Assessment and Sustainability Appraisal

Essex County Council is seeking views on the proposed changes to the Essex Parking Standards, Design and Good Practice. This review of the Essex Parking Standards is to update it in light of the National Planning Policy Framework (NPPF) (2012) and at the same time take the opportunity to address some issues which have come to light as the policies and standards have been applied over the last few years.

It is however an interim review, as to make any fundamental changes requires a robust evidence base and this is not yet available as only a few developments have been built to the new standards and are operational.

A Strategic Environmental Assessment and Sustainability Appraisal of the reviewed Parking Standards has also been undertaken and this is also out to consultation

Attached to the agenda is a list of the key changes that have been made to the Parking Standards – Design and Good Practice and the Consultation Questions. The Consultation Document was circulated to Members prior to the meeting and further documents are available to Members on request. The deadline for comments is 13 May 2016.

8. Report to Council

To agree items for report to the next Council meeting on 7 June 2016.

9. Media Coverage

To consider whether any items on this Agenda warrant a Media release, and, if so, to agree a Councillor to comment, if applicable.

10. Next Meeting

The next meeting of the Committee will be on 24 May 2016, at 7pm.

Parking Standards – Design and Good Practice

Listed below are the key changes that have been made to the Parking Standards – Design and Good Practice 2009. There are no major changes to the standards in terms of parking allocation, as the evidence of the effectiveness of the 2009 standards is not yet available, because the number of developments built out under those standards is limited.

Schedule of key changes

	Section	Section title	Summary of Change	Reason
1	i and ii	Introduction and Policy Context	References to NPPF and the new March 2015 planning policy statement added. Historical review of policy change summarised	To reflect new national policy in the form of the National Planning Policy Framework
2	iii	Terms of reference	Summarised	Conciseness
3	1	Background	Car ownership figures updated, NPPF referenced instead of PPG13	To bring up to date
4	2.1.2	The application of Parking Standards	Requirement for a travel plan and comprehensive sustainable parking measures if a developer is wanting to exceed maximum parking standards on a commercial site	To ensure that all options for travel are provided
5	2.2.4	Environmental considerations	Removal of a repetitive sentence.	clarity
6	2.2.5	Environmental considerations	Update reference to include references to ECC's Sustainable Drainage Systems Design and Adoption Guide and added some design guidance for parking in flood risk areas	To bring up to date
7	2.7.1	Extensions and change of use	Added reference to change from individual residence to house of multiple occupation	Feedback from working group showed this to be an area of concern

	Section	Section title	Summary of Change	Reason
8	2.8.2	Commercial Vehicles	Cross Reference Standard dimensions for commercial vehicle parking spaces removed.	Dimensions to commercial vehicle size removed. It was felt that developers would cater for the size needed and guidance was not required.
9	2.10	Electric Vehicles	New section added which covers (a) the need to provide electric charging points, (b) promotion of grants through Travel Plans and (c) requirement for design to allow retro fitting if they are not provided with the new development	To promote sustainable forms of transport and fulfil requirement in para 35 of NPPF
10	2.11.5	Provision for Powered Two Wheeler Parking	Reference to the Essex PTW strategy 2001 has been removed	This strategy is 14 years old and the reference to more up to date general guidance remains
11	2.13.2	Provision for Blue Badge Parking	Reference to DfT data added	To up date
12	2.14	Reduced Parking Provision	Title 'Planning Obligation' has been replaced with 'Reduced Parking Provision' The reference to taking commuted sums in lieu of parking has been removed. Requirement to undertake a parking survey added.	It was felt that little could be achieved with commuted sums to mitigate lack of parking and that a more effective approach was to understand the impact of the reduced level of parking
13	2.16	Travel Plans	Reference to requirements for residential development and education establishment have been removed,	This has been superseded and is better situated in Travel Plan Guidance and Developers'

	Section	Section title	Summary of Change	Reason
			Updates have been made to team names.	Guide
14	3.2.1	Design and Layout Vehicles	Minimum parking bay size 5m x 2.5m has been removed.	It was felt that this caused confusion and the minimum standard was being used in unexceptional circumstances.
15	3.2.1	Design and Layout Vehicles	Minimum bay size for vans and HGVs removed	It was felt that developers would cater for the size needed and guidance was not required.
16	3.2.3	Design and Layout Vehicles	Reference to vehicle crossing added	It was decided to deal with this in a separate section.
17	3.2.6	Layout of parking Areas	The extra width required for spaces next to a wall has been reduced from 1m to 0.5m	1m is thought to be excessive and 0.5m is deemed adequate to provide the manoeuvrability required
18	3.4.3	Shared Surface	Additional info on where shared surfaces should be used, low density, light traffic, allocated and visitor parking well provided	Extra guidance ensure shared surfaces used appropriately to reduce inappropriate on street parking
19	3.4.5	On-street parking provision	Clear passage on bus routes has been changed to 6.75m from 6m (ideally 6.75).	6.75m is a better operational width for buses so removing reference to 6.0m removes the ambiguity.
20	3.4.6	On-street parking provision	Additional information added stating that on street parking must be unallocated and will be adopted.	To clarify the situation following some applications that

	Section	Section title	Summary of Change	Reason
			Allocated parking provision will not be adopted.	included allocated on street parking.
21	3.4.6	On-street parking provision	Some photos have been changed	To provide more relevant examples
22	3.4.8	Parking Square	Addition advice stating that parking squares should only be incorporated if balanced with adequate public realm qualities. Illustration removed.	To try to create a more attractive environment
23	3.4.11	Parking Courts	Added, Long narrow access ways to parking courts should be avoided.	To improved design
24	3.4.13	In-curtilage	Added – On plot parking in front of the building should only be used sparingly and will generally only be considered within large suitably landscaped forecourts or gardens where parking will not visually dominate. In-curtilage parking spaces to the side of the house should generally be provided entirely behind the front building line	To improve design and visual domination by car
25	3.4.15	Garage provision and size	Internal dimension of garages and carports have been clarified	For clarity (no change to dimensions)
26	3.4.17	Mixed Use Streets	On diagram parking bays increased from 2m width to 2.4m	For consistency
27	3.4.19	Underground, Underdeck and Undercroft Parking	Minimum dimensions added Undercroft and solid sides: 5.5m x 3.0m Undercroft with open sides: 5.5m x 2.9m	For clarity and consistency

28	3.4.20	Underground, Underdeck and Undercroft Parking	Additional text on design stating that this sort of parking should be out of public view, edged with active frontage and used in short runs.	To provide guidance on design and street scene
29	3.4.24 (2)	Set Backs	Set back dimensions clarified and to ensure there is either no set back or they are in 5.5m blocks (with 0.5m for garage door opening if necessary).	To limit abuse of setback and try to stop vehicles over hanging the footway
30	3.4.30	Vehicle Crossings	Added text: Where a vehicle crossing or dropped kerb is being applied and there is no requirement for planning permission, approval must be obtained from the highway authority. In such a case the dimensions for a parking space may be relaxed to 5m by 2.5m within the curtilage of the existing property. All parking spaces should be at a right angle, or close to a right angle, with the carriageway.	To ensure that the bay dimensions are not too onerous for existing single dwellings
31	3.4.31	Vehicle Crossings	Added text: Any new vehicle crossing or dropped kerb should not adversely affect the local parking provision.	To ensure that the new vehicle crossings do not inhibit other parking and support design features in HPN 12
33	3.5.3	Powered Two Wheeler Parking Design	Dimension sizes for PTW parking bays added 2.5m by 1.25m	To provide guidance so that appropriate size parking areas are provided
34	3.6.2/3.6.3	Cycle Parking Design	Added to list of requirements: be well managed and maintained, be fit for purpose (using the recommended style of cycle rack)	To ensure suitable cycle parking is provided

35	3.6.6 - 3.6.8	Cycle Parking Design	<p>Added guidance on residential parking.</p> <p>Cycle parking to be as convenient as car parking,</p> <p>Houses without garages should have external access to rear garden for storage of bike.</p> <p>Cycle parking for flats should be sited close to the relevant entrance, preferably on the ground floor of the building. Individual stands should be provided within the storage area.</p>	To provide more guidance to ensure appropriate cycle parking is provided
36	Page 67	Parking Standards for Use Class C4:HMOs	<p>Addition of Parking Standard for Houses of Multiple Occupation. 1 vehicle space per bedroom, 1 cycle space per bedroom. Reductions may be considered if the site has good links to sustainable transport.</p>	Not previously included
37	Page 69	Parking Standards for Use Class D1 continued	<p>Change of standard from 1 cycle parking space per 3 pupils to 1 cycle parking space per 10 pupils. (1 space per 5 staff remains unchanged). In addition for primary schools 1 scooter parking place for every 20 children has been added.</p>	<p>It was brought up as a concern that the 1 in 3 standard was over provision and took up space that could be better used. Research was carried out looking at provision in other authorities, Sustrans recommendations and Eco-race data.</p>
38	Page 81	Appendix 1-Reference Documents	Updated with latest documents NPPF etc	Update

39	Page 82	Appendix 2 – Parking Surveys	Addition of advice on parking surveys for sites with below standard parking, or where parking is being removed by change of use	To ensure that development does not impact on existing parking provision.
----	---------	---------------------------------	---------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------

Consultation on review of Parking Standards, Design and Good Practice 2016

Consultation Questions

We would appreciate your comments on the 2016 review of Parking Standards, we welcome your general comments but would also like your views on the following specific areas below.

Please return your comments by 13th May 2016. Thank you.

<p>Name:</p> <p>Organisation:</p> <p>Type of Organisation</p> <p>Local Planning Authority <input type="checkbox"/></p> <p>Parish Council <input type="checkbox"/></p> <p>Developer <input type="checkbox"/></p> <p>Consultant <input type="checkbox"/></p> <p>Other <input type="checkbox"/> please state</p> <p>Contact details:</p>
<p>5. The new standards for Houses of Multiple Occupation. (Page 67)</p> <p>Agree with the new standard <input type="checkbox"/> Disagree with the new standard <input type="checkbox"/></p>
<p>6. Comment</p>
<p>7. Do you agree with the Inclusion of requirement for electric charging points for vehicles (2.10)</p> <p>Agree <input type="checkbox"/> Disagree <input type="checkbox"/></p>
<p>8. Comment</p>
<p>9. Do you agree with the removal of reference to of taking commuted sums in lieu of minimum parking provision (2.14)</p> <p>Agree <input type="checkbox"/> Disagree <input type="checkbox"/></p>
<p>10. Comments</p>

11. Do you agree with the requirement for parking surveys where below recommended standard parking provision is being proposed? (2.14)

Agree Disagree

12. Comments

13. Do you agree with the guidance on parking surveys? (Appendix 2)

Agree Disagree

14. Comments

15. Do you agree with the removal of the minimum parking bay size? (3.2.1)

Agree Disagree

16. Comments

17. Do you think the same bay size should apply to residential and non-residential sites?

Yes No

18. Reason

19. Removal of the minimum bay size for vans and HGV (3.2.1)

Agree Disagree

20. Reason

21. Is the guidance on setbacks clear? (3.4.23)
Yes <input type="checkbox"/> No <input type="checkbox"/>
22. Comments
23. Addition of guidance on vehicle crossings (3.4.30)
Agree with addition <input type="checkbox"/> Disagree with addition <input type="checkbox"/>
24. Comments
25. Additional information on residential cycle parking design (3.6.6)
Agree with addition <input type="checkbox"/> Disagree with addition <input type="checkbox"/>
26. Comments
27. Do you agree with the findings of the Sustainability Appraisal and Strategic Environmental Assessment
Agree <input type="checkbox"/> Disagree <input type="checkbox"/>
28. Comments

29. Any further comments you would like to make?

Future Review

It is intended to undertake a more substantial review once more evidence is available. We would appreciate your views on the following:

30. Are there any particular areas you would like investigated for the future review so that evidence can be used to revise the standards if necessary?

31. Are the standards in their current form easy to use – would you like the lay out changed and if so in what way?

32. Would you like to see more information on any particular area or any topic added? Please state your reasons.

Thank you for taking the time to respond to this consultation.