

**WOKING BOROUGH COUNCIL**

**MINUTE EXTRACT FROM NOTES OF A MEETING OF THE LDF WORKING GROUP**

**HELD ON 30 JANUARY 2017 IN BOARDROOM**

**Present:** Cllr John Bond  
Cllr Ashley Bowes (Chairman)  
Cllr Graham Chrystie  
Cllr John Kingsbury

Ernest Amoako  
Terry De Sousa  
Wai-Po Poon

**Absent:** Cllr Graham Cundy  
Cllr Louise Morales

**Actions**

**4. Parking Standards Supplementary Planning Document LDF17-001**

Ernest Amoako gave the background to the Draft Parking Standards SPD.

Woking's current parking standards pre-dated both the Core Strategy and the National Planning Policy Framework. The basis of the parking standards had been a maximum provision of parking places in developments, which presumed that lower numbers of parking places could be provided in highly sustainable locations.

It was now recommended that planning authorities should set minimum standards of parking provision for residential developments. This would allow adaptation of parking provision to suit planning authorities' own requirements, and would give flexibility. He emphasised that it would be possible to argue the need for higher provision of parking places in some cases (for example, where there was less accessibility to public transport, cycling and walking routes), as well as allowing the refusal of applications for developments failing to meet the minimum provision standards.

The Core Strategy, in particular Policy CS18 Transport and Accessibility, set out the policy framework, requiring the Council to implement minimum parking standards for residential development and maximum standards for all kinds of non-residential development, including consideration of zero parking for developments in Woking Town Centre, providing this did not exacerbate existing on-street car parking problems. The Core Strategy also required the Council to make sure the overall sustainability objectives were not undermined, including the effects on highway safety, the need to control congestion and to encourage the use of sustainable transport.

Ernest Amoako referred Members to Section 4 of the report for the background studies that had informed the minimum standards proposed, including analysis of car ownership levels in the Borough, the development of Woking Town Centre as a place to live and work and the increasing use of public transport, in particular the train, to travel to work. There had also

been analysis of the different levels of parking needed for houses and flatted developments.

If the LDF Working Group agreed, it was the intention to take the draft SPD to the March Executive and then to Council, and to propose the mandatory consultation period of 7 April to 22 May. The comments would then be brought back to the LDF Working Group for their consideration.

Members commented that they considered the minimum standards did not fully reflect current car ownership levels in the Borough as they were based on 2011 Census figures. In their view car ownership was rising. It was also expected that if minimums were set, developers would always work to those minimum standards, which would certainly not be appropriate, and would lead to on-street parking problems. Members also referred to the different types of development in different parts of the Borough, and commented that variations to the minimum could be specified for different locations.

Officers replied that there would be little to be gained from such an approach, and it would be difficult to arbitrarily judge and set standards for different areas of the Borough. They also emphasised the fact that setting minimum standards gave flexibility. In pre-application discussions Officers would still be able to argue the need for more parking places on a variety of grounds.

After some discussion it was proposed and duly seconded that the table of minimum standards should be redrafted, with some of the figures raised and an additional row for 5+ bedroom dwellings. The new table proposed is given below.

**Table 3: Minimum on-site vehicle parking spaces required per dwelling:**

<b>Please note:</b>		
<ul style="list-style-type: none"> <li>- Developments should ensure efficient use of land and provide appropriate levels of parking.</li> <li>- On site provision below minimum standards will be considered for developments within Woking town Centre.</li> <li>- Allocated or unallocated parking is acceptable.</li> <li>- Visitor parking is encouraged where appropriate. However, such spaces do not contribute towards the minimum parking standards set out in the table, which provide spaces per dwelling.</li> <li>- Garages only contribute 50% of parking provision, providing they meet minimum size standards outlined in section 4.2 below, due to evidence indicating many are not used for parking purposes.</li> </ul>		
<b>Number of bedrooms</b>	<b>Flat, apartment or maisonette</b>	<b>House or bungalow</b>
1 bedroom	0.5	1
2 bedroom	1	1
3 bedroom	1	2
4+ bedroom	1.5	3
5+ bedroom	2	3

This was agreed by the Working Group.

It was also noted that the parking standards SPD was to be considered by the Overview and Scrutiny Committee at its meeting on 27 March 2017.

With these changes the Working Group agreed to:

- (i) Note and agree the contents of the Parking Standards SPD and to recommend to the Executive to recommend that it be approved for public consultation.
- (ii) Recommend to the Executive to delegate authority to the Deputy Chief Executive in consultation with the Portfolio Holder for Planning to approve amendments to the draft SPD to reflect new information before it is published for consultation.

Members agreed that if Officers were minded to agree to the proposed changes, the revised Parking Standard could be reported to the Executive without having to be referred back to the Working Group.