

# Branston Neighbourhood Plan 2012-31



## PROPOSED CHANGES TO PARKING POLICY B11

## EVIDENCE BASE AND CONSULTATION STATEMENT

July 2019



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# INTRODUCTION

1. In August 2015, the Branston Neighbourhood Plan (NP) was ‘made’ (adopted) as part of the development plan for East Staffordshire Borough. This followed a rigorous process of consultation, examination by an independent Examiner, and a referendum of the people of Branston Parish, in accordance with the provisions of the Localism Act 2011 and its associated Regulations.
2. As part of the Development Plan for the Borough, the policies of the NP, alongside those in the Borough Local Plan, are used to determine planning applications in the Parish received by East Staffordshire Borough Council (ESBC). Policy B11 of the NP sets out the parking standards to be applied when an application for a residential development is determined. At the time the NP was made, ESBC’s own parking standards were quite old, and did not completely reflect up to date government guidance. Since then, the Borough Council has prepared, and is using, a new Parking Standards Supplementary Planning Document, dated 2017.
3. Since 2015, the Parish Council have been reviewing the performance of all NP policies, particularly their robustness when used in the determination of planning applications by ESBC. Despite the new ESBC standards, the Parish Council, having consulted widely, believe the standards need to be higher still.
4. The Parish Council are aware that National Planning Policy Framework 2018 para. 105 states that:

*“ If setting local parking standards for residential and non-residential development, policies should take into account: a) the accessibility of the development; b) the type, mix and use of development; c) the availability of, and opportunities for, public transport; d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”*

In addition, Planning Practice Guidance – Neighbourhood Plans para 041 says that:

*“A policy in a neighbourhood plan...should be distinct to reflect and respond to the unique characteristics and planning context of the specific neighbourhood area for which it has been prepared.”*

5. Taking into account in particular (i) the relative inaccessibility of parts of the Parish, (ii) the particular types and mix of residential uses of many of its streets, (such as estates constructed with narrow roads and inadequate off-street parking) (iii) the trend towards higher car ownership and the impact this is likely to have on streets already experiencing severe parking problems, the Parish Council believes that there is a case for an NP policy that reflects the characteristics and planning context of Branston. This, it believes, is justification for a policy that requires a higher level of off-street parking for new developments than the ESBC standard, and the consideration of refusing

permission for developments that do not meet these standards unless there are very exceptional circumstances.

## WHY THE NEED TO CHANGE POLICY B11?

6. Since the Plan was made in 2015, the Parish has experienced considerable growth, both through the first phases of very large schemes such as Branston Leas being completed and permissions for smaller schemes being granted and building constructed, with more in the pipeline. It has therefore been possible to assess the cumulative impact of these developments on the highways and junctions of the Parish.
7. It remains to be seen whether the parking provision at major developments such as Branston Leas, or those new developments off Henhurst Hill, provide enough parking for future needs, without overflowing onto existing residential roads. However, the Parish continues to attract planning applications for significant housing developments off the older roads of the Parish. The concern is that, unless these developments fully cater for the trend towards a demand for higher car parking provision for each dwelling, then highway safety both on the site and on the surrounding roads will be compromised. Roads such as Clays Lane, for example, which is a local distributor road and a bus route, with existing capacity issues particularly at its northern end, has experienced a number of applications for new developments on and around the road.
8. The trends the Parish Council has identified are:
  - Working couples will often need a parking space each, but with more sons and daughters not being able to find affordable accommodation, the latter are increasingly having to stay on at their family home whilst working or studying, often requiring their own vehicle, and therefore a third space to park.
  - This provision could be made on-street, but many of the estates in the Parish do not always have roads designed sufficiently wide enough to allow this.
  - The trend towards home delivery from internet shopping continues, and, in addition to other service vehicles and visitors to each home, need temporary on-street parking space.
  - The problem of insufficient road width and on-street parking provision is exacerbated if there is a bus route along the road.

- Proposals for conversions and extensions to existing dwellings that create additional bedspaces without the creation of additional off-street parking spaces exacerbate existing problems.
  - Also, as highlighted in para 4 above, national planning guidance is directing that provision should be made for charging infrastructure for electric and plug-in hybrid vehicles as these become more numerous. It will be a big enough challenge to provide this infrastructure off-street, let alone on-street as well.
9. To try and address the need for further parking provision in new development in the future, the Parish Council began the process of amending Policy B11 of the Neighbourhood Plan, consulting local residents, businesses and interested parties under Section 14 of The Neighbourhood Planning (General) Regulations 2012 (“pre-submission consultation”).

## GATHERING EVIDENCE

10. It is acknowledged that the planning process cannot solve all the problems related to lack of road capacity and volume of traffic. It is also acknowledged that planning policy cannot be applied to correct the under-provision of parking spaces from previous developments. However, by introducing a higher parking requirement for future developments, the aim is to prevent these new developments exacerbating the existing problem, and also preventing the problems occurring in roads that are not currently experiencing them, but which are at risk in the future as pressure on available road space continues to rise.
11. Providing evidence for the nature and location of existing problems inevitably relies upon photographic evidence, and the reports of residents and councillors over time on badly affected locations. Local residents and Parish (and Borough) Councillors have provided evidence of where currently parking causes problems and the type of problem experienced. This evidence is set out in Appendix 2 below.

## DRAFT REVISED POLICY

12. Set out below is the current Policy B11 with proposed amendments in red. **These amendments include changes made as a result of comments received from the Pre-Submission (Section 14) Consultation. See Appendix 1 for the text sent out for Consultation.**

### Policy B11 – Car Parking Provision

All new development will be expected to comply with the following minimum parking standards:

- 1 bed house/flat 1 off road car parking space
- 2 bed house/flat 2 off road car parking spaces
- 3 bed house/flat ~~2~~ 3 off road car parking spaces
- 4 bed house/flat ~~2~~ 4 off road car parking spaces
- 5 bed house/flat ~~3~~ 5 off road car parking spaces

Visitor/delivery vehicle parking will also be required:

a) For apartment schemes, visitor parking should be 1 space per 3 dwellings, irrespective of the number of bedspaces in each apartment. A space suitable for a short stay by a delivery vehicle should also be included. For schemes with more than 10 apartments this should be 2 spaces.

b) Where a residential scheme is proposed with a new access road, parking spaces should be provided off the access road at appropriate intervals for visitor and delivery vehicles. These should be carefully integrated into the layout design to avoid a vehicle-dominated street scene.

c) For single residential units, or extensions, visitor parking should be provided off-street unless there is normally spare on-street parking capacity in the immediate vicinity which would enable the safe passing of vehicles.

Where a proposal for an extension to an existing dwelling creates additional bedspace(s), 1 additional parking space is required for each bedspace created.

Where a dwelling is subdivided into two or more separate flats, each new unit will require parking provision according to the above standards.

Where the conversion of a shop to flats(s) is proposed\* the above standards will apply.

The above requirements will only be varied:

- 1) where there is normally spare on-street parking capacity in the surrounding area (this should be demonstrated by the applicant, with evidence from weekday daytimes - including school starting/finishing times if applicable - evenings and weekends); AND
- [CONTINUED OVER]*

*[POLICY CONTINUED]*

2) the additional parking likely to be generated by the development can be safely accommodated on-street, without causing obstruction to driveways or hindering the passage of emergency, refuse collection and delivery vehicles (and buses if applicable).

The width of roads in the surrounding area will be a factor in determining this parking capacity, as well as existing levels of parking.

The following design standards will be applied to encourage the use of off-street parking in new development, unless there are overriding design reasons why they should be varied, and on-street highway parking problems would not be created or exacerbated:

(A) Driveways should be a minimum of 3 metres wide to allow vehicle doors to be opened and closed, so that access to the vehicle is convenient.

(B) Specific parking bays in communal parking areas should be a minimum of 2.4m wide to allow vehicle doors to be opened easily.

(C) For detached, semi-detached and end of terrace properties, driveways down the sides of properties are preferred, with at least some of the land to the front of the dwelling being landscaped garden, in order to introduce variety in the street scene by allowing breaks in the frontage. If forecourt parking is included, it should be on a minority of dwellings, and spaces should be at least 2.4m wide.

(D) Dwellings with tandem parking - where one vehicle cannot be moved without another being moved onto the road first - should only be part of the design if on-street parking can be accommodated safely on surrounding streets.

(E) Parking spaces along the gable end of a property should be a minimum of 3.2m from property wall to curtilage to allow access to side and rear doors of the house, as well as car door opening.

(F) Garage spaces should be at least 6 metres by 3 metres internally to be considered a parking space. This allows for some storage of householder items, such as bikes, as well as door-opening space.

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*\* Prior Approval is required for conversion of a shop (Use Class A1) or financial or professional services premises with a display window (A2) to dwelling unit(s) (C3) up to 150m<sup>2</sup> in floorspace. Parking and highway issues are valid issues for the Local Planning Authority to consider when deciding whether to give Approval. For conversion to dwelling(s) greater than 150m<sup>2</sup> planning permission is required.*

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Neighbourhood Plan Objectives: 2, 3, 4, 5

13. Specifically, the proposed Policy change aims:

- (i) to ensure off-street parking is sufficient for generated parking where extensions to, and subdivisions of, dwellings require permission, and additional bedspaces are likely to be created;
- (ii) to ensure that new developments in the Parish are provided with sufficient off-street parking to meet the needs of families in the future – given emerging trends such as households with 3+ cars, the need to provide for electric charging points, etc.

## WHO WAS CONSULTED & HOW

**(I) AN EMAIL SETTING OUT THE PROPOSED CHANGES WAS SENT OUT ON 31<sup>ST</sup> OCTOBER 2018. THIS EMAIL IS SET OUT AT APPENDIX 1 TO THIS DOCUMENT. IT WAS SENT TO THE FOLLOWING CONSULTEES:**

Environment Agency  
Highways England  
Woodland Trust  
Barton under Needwood Parish Council  
Anglesey Parish Council  
South Derbyshire District Council

Severn Trent Water  
Trent & Dove Housing  
National Forest Company  
Cllr Richard Grosvenor  
Cllr Michael Bowering  
County Cllr Philip White  
Trent Meadows Medical Centre  
The Gate Inn PH  
Paget School  
Frank Innes Estate Agents

Historic England  
Network Rail  
Shobnall Parish Council  
Tatenhill & Rangemore Parish Council  
National Grid  
Staffordshire County Council  
Economy, Infrastructure, Skills Directorate -various contacts including Highways  
Staffordshire Wildlife Trust  
Orbit Housing  
East Staffordshire Council Planning  
Cllr Patricia Ackroyd  
County Cllr /Cllr Julia Jessel  
St. Modwen  
Branston Golf & Country Club  
Blacksmith's Arms PH  
Rykneld School  
... and 24 individuals on mailing list, including Branston Parish Councillors

The results of the consultation are set out at Appendix 3 below.



**(II) NOTIFICATION OF CONSULTATION APPEARED ON PARISH COUNCIL WEBSITE: [www.branstonparishcouncil.co.uk](http://www.branstonparishcouncil.co.uk) AND ON FACEBOOK**

FACEBOOK SCREENSHOT:



**Branston Parish Council**

27 October 2018 ·

**CONSULTATION HAS COMMENCED  
PARKING POLICY B11**

Please give us your views before  
17th December 2018

The parish council has been reviewing  
the policies of the Made Branston  
Neighbourhood Plan.

It wishes to make some changes to  
Parking policy B11.

Detailed proposals will be displayed shortly on  
Notice boards and are already on the  
parish council website.

Your written comments are important via  
post or email. Please see our website  
for details on the proposed policy changes  
[www.branstonparishcouncil.co.uk](http://www.branstonparishcouncil.co.uk)

**(III) POSTERS WERE PUT UP ON PARISH NOTICEBOARDS:**





## Appendix 1 - TEXT OF EMAIL SENT TO CONSULTEES

Dear XXXXXX

### *PROPOSED CHANGES TO BRANSTON NEIGHBOURHOOD PLAN - CAR PARKING POLICY B11*

In August 2015, the Branston Neighbourhood Plan was 'made' (adopted) as part of the development plan for East Staffordshire Borough. This followed a rigorous process of consultation, examination by an independent Examiner, and a referendum of the people of Branston Parish, in accordance with the provisions of the Localism Act 2011 and its associated Regulations.

The Parish Council have been reviewing the performance of the Plan's policies, particularly their robustness when used in the determination of planning applications by East Staffordshire Borough Council.

Since the Plan was made in 2015, the Parish has experienced considerable growth, both through the first phases of very large schemes such as Branston Leas being completed and permissions for smaller schemes being granted and building completed, with more in the pipeline. It has therefore been possible to assess (i) whether or not the highway layouts and junction capacities of these developments are fit for purpose both now, and for the future, given the growth in certain trends in people's lifestyles, and (ii) the effect of these new developments on the existing highway network in Branston.

The Parish continues to attract planning applications for significant housing developments off the older roads of the Parish. The concern is that, unless these developments fully cater for the trend towards a demand for higher car parking provision for each dwelling, then highway safety both on the site and on the surrounding roads will be compromised. Roads such as Clays Lane, for example, which is a local distributor road and a bus route, with existing capacity issues particularly at its northern end, has experienced a number of applications for new developments.

The trends the Parish Council has identified are:

- Working couples will often need a parking space each, but with more sons and daughters not being able to find affordable accommodation, the latter are increasingly having to stay on at their family home whilst working or studying, often requiring their own vehicle, and therefore a third space to park.

- This provision could be made on-street, but new estates do not always have roads designed sufficiently wide enough to allow this.
- The trend towards home delivery from internet shopping continues, and, in addition to other service vehicles and visitors to each home, need temporary on-street parking space.
- The problem of insufficient road width and on-street parking provision is exacerbated if there is a bus route along the road.
- Proposals for conversions and extensions to existing dwellings that create additional bedspaces without the creation of additional off-street parking spaces also exacerbate existing problems.
- Garages are often used as storage space or utility rooms, and cannot be counted as an off-street space.

To try and address the need for further parking provision on new development in the future, the Parish Council is beginning the process of amending Policy B11 of the Neighbourhood Plan, and is consulting local residents, businesses and interested parties under Section 14 of The Neighbourhood Planning (General) Regulations 2012 (“pre-submission consultation”).

Set out below is the current Policy B11 with proposed amendments in red:

**[ NOTE: THE WORDING OF THE POLICY, AS SET OUT ON THE NEXT PAGE, WAS CHANGED AS A RESULT OF COMMENTS RECEIVED, AND IS NOT THE FINAL SUBMITTED WORDING ]**

### Policy B11 – Car Parking Provision

All new development will be expected to comply with the following minimum parking standards:

- 1 bed house/flat 1 2 off road car parking space
- 2 bed house/flat 2 off road car parking spaces
- 3 bed house/flat 2 3 off road car parking spaces
- 4 bed house/flat 2 4 off road car parking spaces
- 5 bed house/flat 3 5 off road car parking spaces

Visitor parking will also be required, or where the developer can demonstrate that this would not be viable, road widths should be wide enough to accommodate additional safe on-street parking, and, on bus routes, the ability for two buses to safely pass each other.

Where a proposal for an extension to an existing dwelling creates additional bedspace(s), 1 additional parking space is required for each bedspace created.

Where a dwelling is subdivided into two or more separate flats, each new unit will require parking provision according to the above standards.

Where the conversion of a shop to flats(s) is proposed\* the above standards will apply.

A garage space will not be regarded as a parking space for the purposes of these standards.

The above requirements will only be varied or waived where there is normally spare on-street parking capacity in the surrounding area, and the additional parking likely to be generated by the development can be accommodated on-street.

*\*Prior Approval is required for conversion of a shop (Use Class A1) or financial or professional services premises with a display window (A2) to dwelling unit(s) (C3) up to 150m<sup>2</sup> in floorspace. Parking and highway issues are valid issues for the Local Planning Authority to consider when deciding whether to give Approval. For conversion to dwelling(s) greater than 150m<sup>2</sup> planning permission is required.*

Neighbourhood Plan Objectives: 2, 3, 4, 5

For the purposes of Planning Practice Guidance paragraph 085, “the Parish Council does not believe that the modifications to the Plan materially affect the nature of the Plan”.

You are invited to submit your written comments on the above proposed changes.  
Please reply by 17<sup>th</sup> December 2018 to:

Branston Parish Council, c/o 30 Forest Edge Way, Burton on Trent, Staffordshire,  
DE13 0PQ or

email: [clerkbranstonparishcouncil@gmail.com](mailto:clerkbranstonparishcouncil@gmail.com).

Yours sincerely

Kay Lear

Clerk and Proper Officer to Branston Parish Council

## Appendix 2 - EVIDENCE

### A)

LOCATION	NATURE OF PROBLEM
Court Farm Lane - A, B, D Acacia Lane - C Thorntree Lane - B Old Road - A, B, C, D Church Road - A, B Clays Lane - A, C, D Harwood Avenue - C, D Main Street opposite school - A, B, C	A - pavement parking B - parking over driveways C - Parking that blocks line of sight D - Parking that restricts the road width

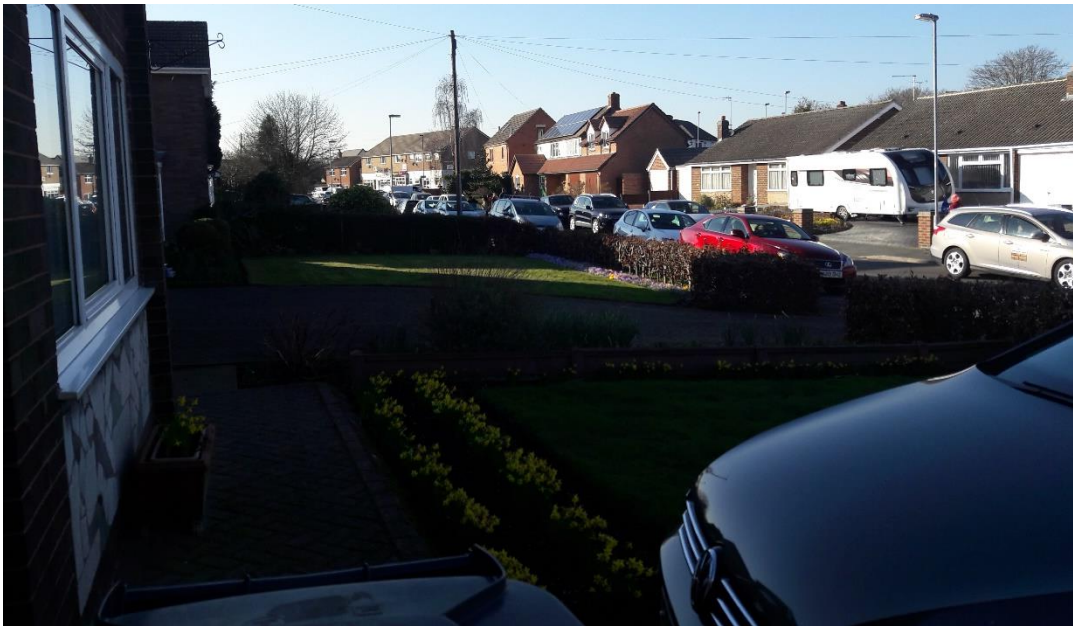


- Old Road - narrow road – number of residents’ cars mean on-street parking both sides – pavement parking – difficult for emergency/delivery vehicles to pass





- Old Road – same situation – reasonable width for vehicles to pass only possible if pavement parking takes place



- Old Road, 26/2/19 Parking over driveways





- Buses mounting pavement to pass - Clays Lane north end (image from video clip).



- Court Farm Lane – narrow cul-de-sac, pavement parking



- Main Street – illegal parking on busy junction





- Court Farm Lane – pavement parking



- Court Farm Lane

## B)

A listing of all approved planning applications for householder extensions in the Branston Parish between 1<sup>st</sup> August 2015 to 25<sup>th</sup> June 2019 was kindly supplied to the Parish Council. Care is needed in its interpretation for the purposes of this Neighbourhood Plan Revision, but some generalised evidence can be drawn from it.

Once duplications are removed (more than one approval for the same address where only one can be implemented) there were 63 permissions granted. Some of these will not be implemented, of course. In addition, some of these may be for the creation of extra bedrooms whilst others will not. It should be remembered, however, that where an extra room is created, say, for a games room, then conversion to an extra bedroom could go ahead in the future without the requirement to seek planning approval for it.

Observations on specific locations:

- Court Farm Lane – a narrow cul-de-sac (see above) - has had two approvals, including one to create an additional dwelling. On the other side of the A38, the cul-de-sac of Tatenhill Lane has had 3 approvals, too.
- There have been significant numbers of approvals for extensions on through roads. Whilst 8 along the length of Burton Road may not be too worrying, 4 along the relatively short length of narrow Clays Lane potentially could be. Seven approvals along Henhurst Hill/Forest Road is also of concern, given the extra traffic new developments will be adding on this road. Six approvals on Postern Road may not be of too much concern, given the service road on one side of the road.
- There were 5 approvals on the roads off Clays Lane to the west, including 2 on Harwood Avenue, highlighted above as having problems of parking causing width and sightline problems.
- On the narrower roads off Warren Lane, there were 2 approvals on Lansdowne Road and a further 2 on Riverside Drive.

It should be noted, of course, that it does not necessarily require an extension to a dwelling for there to be 3+ vehicles belonging to one household, hence the parking problems on the streets highlighted above under (A).



## Appendix 3 – RESPONSES RECEIVED FROM CONSULTEES

### RESPONDENT AND COMMENT

**Anglesey Parish Council**

Anglesey Parish Council appreciates the underlying thoughts in the desire to increase the number of off-street spaces available with any new build. Similarly, the need for streets to be kept sufficiently clear to allow traffic to flow easily.

**Helen Betts**

The proposals for amendment to the parking policy are excellent and long overdue. There is no likelihood of reducing car use by restricting parking or access to properties. Dare I say, it is common sense to provide adequate parking.

**Natural England**

Natural England does not consider that this Amended Parking Policy poses any likely risk or opportunity in relation to our statutory purpose, and so does not wish to comment on this consultation.

**John Sarson**

Car parking is the vane of many current and, no doubt, future neighbour disputes as the trend is for more vehicles to be accommodated and no serious attempt being made to deter car ownership. The failure to provide any major road infrastructure alongside a 25+% increase in the size of Burton is a major failure and it is now essential that parking of cars on what roads we have is curtailed as much as possible.

Some people might say that this will cost too much to implement, my view is that we cannot afford to ignore the issue. We need to choose the environment in which we wish to habitate and having vehicles parked everywhere and anywhere frustrates and angers many of us. Even brand-new large developments have significant issues with parked vehicles which shows poor standards and cannot be right.

Parking on pavements has become a real concern for many which mostly has its route causes in insufficient off-road spaces. The increasing widths of cars and Developers racing road widths to the bottom specification is something which also needs to be addressed, albeit in a different forum. It is not unusual nowadays to see 6+ cars at a residence and it would be difficult to enforce a maximum number per household so the way forward must be at the planning application stage.

The advent of electric cars, which will be the main type of car within a couple of decades, will require a mains electric hook up. The idea of having charging cables running across pavements is unthinkable so off road parking at the car owners property will become more essential, I believe that ESBC has a policy of not having 'too many' cars visible at the front of the property for aesthetic reasons and new house planning applications have precipitated shared car parking areas away from properties. I cannot understand this reasoning which will not support safe & secure electric charging points and does cause friction between neighbours. Having your cars parked on your own property has got to be correct from many viewpoints.

With many people creating a home office/ workroom within their domestic property becoming more prevalent so the definition of 'bedroom' has become clouded. I'm not sure whether there is a legal definition of a bedroom but the neighbourhood plan needs to reflect this potential loophole.

The clause about not having to comply with these new rules requires clarification. More work is required on the wording to make it the exception rather than an easy loophole. Best solution is to drop this clause and judge individual cases on submission of an appeal.

I think that some reference should also be made to the use of car spaces to park / store other items such as caravans and trailers, etc, so as not to detract from car parking areas.

It is noted that this new policy is a ground-breaking improvement in the area and ESBC and other Parishes should be pressed to adopt these higher standards.

### **CT Planning on behalf of St. Modwen**

The Parish Council are proposing to raise the parking standards contained in Policy B11 to address the perceived need for increased parking provision. In the third paragraph of its letter of 30 October 2018 the Parish Council refer to "very large" housing schemes that have been completed since the Plan was made in 2015 enabling the Parish Council to assess "the effect of these new developments on the existing highway network in Branston." As a consequence of this assessment, it is proposed to increase the car parking requirements contained in Paragraph B11 of the Neighbourhood Plan.

One of the "very large" housing schemes referred to in the Parish Council's letter is Branston Leas. The Branston Leas development was granted planning permission (P/2013/00432) in July 2013. The three phases of residential development were subsequently dealt with as applications for approval of Reserved Matters pursuant to outline planning permission P/2013/00432. Condition 32 of the outline planning permission (reference P/2013/00432) required that all Reserved Matters submissions shall accord with the details/requirements of the approved Master Plan. The Master Plan required under Condition 32 was approved (reference P/2014/00286) by East Staffordshire Borough Council on 9 May 2014; the approved documents included Master Plan (drawing 19078 44(rg) Revision K) and CT Planning's "Statement in relation to the Discharge of Condition 32". I attach a copy of that Statement for your convenience, together with the East Staffordshire's Approval of Condition 32.

Please note at paragraph 21 of CT Planning's Statement where it states, "Having regard to paragraph 4.3 of the Transport Assessment prepared by Halcrow, car parking will be provided in line with East Staffordshire Borough Council's maximum parking standards as follows ...." The Car Parking Standards that have been applied to Branston Leas are those contained in East Staffordshire Borough Council's Car Parking Standards Supplementary Planning Guidance of December 2004.

The parking provision set out in the Transport Assessment relied upon a number of green travel measures that are secured, and will be delivered, via the S106 Agreement. This includes the procurement of a bus service to link Land South of Branston and Burton on Trent Town Centre on the occupation of the 200th dwelling or completion of 50% of the Employment Development, whichever is the earlier; it is anticipated that the 200th dwelling will be occupied by the end of 2019. Consequently, it is premature to consider whether or not the Branston Leas development has provided sufficient car parking when the

complementary Green Transport measures have not yet been provided. Furthermore, with so much construction taking place, it is difficult to separate resident parking from contractor's parking.

The Branston Leas development is located within easy walking distance of the wide range of retail and commercial facilities available within Branston, including those provided within the new local centre undertaken by St Modwen. Branston is served by public transport; the Branston Leas development will provide a bus service linking the Branston Leas development to Burton Town Centre in due course which will supplement existing public transport services. The Branston Leas development is located such that it will minimise the need to travel and maximise the use of sustainable transport modes.

Having regard to paragraph 105 of the Framework, it is respectfully submitted that Branston Parish Council when undertaking any review of Policy B11 of the Branston Neighbourhood Plan should have regard to the accessibility of the Branston Leas development, the type and mix of housing being provided, including a large number of 1 and 2 bedroom properties (i.e. starter homes) where car ownership levels will undoubtedly be lower. Having regard to the sustainable location of the Branston Leas development, the level of car parking has been provided aligned to the green travel measures provided for in the Section 106 Agreement. The level of car parking provision secured in the Branston Leas development is adequate to serve its operational requirement.

It is my professional view that the Branston Neighbourhood Plan has only recently been Made in 2015. It is simply too early to conclude that Policy B11 is not delivering sufficient car parking spaces, when some of the developments that have been reviewed, including Branston Leas, were given planning permission before the Making of the Neighbourhood Plan, where standards were different to those contained in Policy B11. Planning Authorities are encouraged to review their Plans after 5 years; I consider that the Parish Council should delay any amendment of Policy B11 until at least 2020, by which time it would have a more reliable evidence base to determine whether or not Policy B11 was delivering sufficient car parking spaces.

In conclusion:-

1. Branston Leas has been developed in accordance with the planning permission which was granted in line with policy standards of the time.
2. The review is premature given that the Branston Leas development has not been completed.
3. The Parish Council have not produced any evidence to support their revised parking standards apart from anecdotal evidence.

### **East Staffordshire Borough Council**

- The added bus part also doesn't really add anything. That is a matter for County highway authority to look at. However it would be useful to consult directly with the bus operators (arriva?) to find out what problems they have
- 2 spaces per 1 bed house/flat may be considered unduly onerous in all cases
- It is not reasonable to state that garage spaces will not be considered a parking space when theoretically they could be used to park a car.
- It is advised that evidence is prepared to illustrate the parking problems in Branston. This could involve the number of incidents, photos of areas where on street parking is particularly high, looking at the types/ages of houses (are there particular house styles where parking is more of a problem, perhaps because the garage is too small and cannot accommodate a car). Has there been a loss of



garages (people changing them to rooms through permitted development) for example?

The following suggestions could influence driver behaviour – and make it more ‘appealing’ for people to use their drives/garages/designated parking spaces rather than park on the road

- State that driveways should be a minimum of 3 metres wide to allow doors to be opened and closed.
- Where developments incorporate a specific parking area bays they should be a minimum of 2.4 metres wide. This will mean that car doors can still be opened as cars do not fill the whole bay which allows additional space either side, which isn't the case for domestic driveways.
- The policy could state that there is an expectation that for new sites no more than x% of plots should be served by tandem spaces. Tandem parking often leads to the behaviour of drivers parking on-street rather than utilise the off-road ones.
- State that developments should seek to avoid a proliferation of frontage parking, and should seek to avoid this by breaking up street frontages with drives to the sides and landscaped front gardens – this would help with an amenity/general design
- Regarding visitor parking – maybe make reference to numbers of visitor spaces expected from developments, and that whilst you accept this could be dealt on street where applicable, that this shouldn't cause a poor quality street scene
- State that where parking is accommodated to the side of properties between gables, driveways should be a minimum of 3.2 metres. This would allow car doors to open between the properties.
- State that garages should be a minimum of 6 metre by 3 metres internally to be considered as a single parking space. This would allow the storage of householder items (such as a bike) as well as parking a car. Please note this standard is included in the ESBC Parking Standards document

With help from



Help with your Neighbourhood Plan