

REVISION OF THE PARKING STANDARDS SUPPLEMENTARY PLANNING DOCUMENT

1. INTRODUCTION

- 1.1 The current Parking Standards Supplementary Planning Document (SPD) was adopted in October 2012. The SPD covers residential and non-residential uses, and all forms of vehicle. It sets out guidance to developers and others in respect of both residential and non-residential developments, including:
- a) Car parking standards
 - b) Minimum cycle parking standards
 - c) Advice on the need for Transport Assessments
 - d) Thresholds for Site Travel Plans
 - e) Guidance for provision of Disabled Persons' Parking Spaces
- 1.2 The parking standards set out in the document apply to the New Forest District area (outside of the National Park), and are a 'one size fits all' regardless of location.
- 1.3 The aims of the SPD are to ensure that an appropriate level of vehicle and cycle parking is provided in all new developments to avoid the various problems created by both over- and under-provision of parking.

2. BACKGROUND

- 2.1 Since adoption in 2012 the National Planning Policy Framework (NPPF)¹ and National Planning Policy Guidance have been updated, the Local Plan Part 2: Sites and Development Management was adopted in 2014 and Local Plan 2016-2036 Part 1: Planning Strategy have been adopted. Parking has increasingly been seen as part of the Climate Change, Air Quality and Health and Well Being agenda. The parking standards set by Council's will also impact on the pattern of movement and are integral to the design of schemes and contribute to making high quality places.

The National Planning Policy Framework (paragraph 105) states that local parking standards should take account of:

- 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

¹https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

In paragraph 106 the NPPF states:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

- 2.2 A refresh is required to ensure that the Parking Standards remain appropriate to the area, supports the updated Local Plan and has appropriate regard to relevant policy documents. Parking standards set out by other Hampshire authorities will also be appraised to see if there is divergence from the present standards in New Forest district.
- 2.3 The new National Model Design Code (2021) states that standards for all uses will be set in local plans, and acknowledges that the ways in which the standards are accommodated will vary².

3. SCOPE OF THE REVISION

- 3.1 The review could address some or all of the following. The preparation timetable and input/resources required would depend in part on the agreed scope. The issues we need to address include:
- a) Should the SPD relate to residential parking only or residential and other uses?
 - b) To what extent should we allow flexibility for parking provision (requirements) in town centre sites?
 - c) Are different standards appropriate in different locations, and what should the relevant criteria for assessment be? (including local accessibility by other transport means)
 - d) Whether and how to assess / take into account the availability of on-street parking and public car park provision?
 - e) What guidance should the SPD set out on the provision of electric vehicle charging points? (private and communal) - should the SPD defer to the National Model Design Code on this element or set a local code?
 - f) How should air quality issues be addressed?
 - g) Should there be a relationship between parking standards and investment in walking and cycling infrastructure?
- 3.2 It is proposed that a Councillor Task & Finish Group is set up to consider these questions and steer the drafting of the SPD by Planning , with input from other directorates where appropriate.

²https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957205/National_Model_Design_Code.pdf (page 17)

4. CONCLUSIONS

4.1 The views of the panel on the scope of the review of parking standards is sought.

5. FINANCIAL IMPLICATIONS

5.1 No direct financial implications for NFDC.

6. CRIME & DISORDER IMPLICATIONS

6.1 There are none.

7. ENVIRONMENTAL IMPLICATIONS

7.1 No programme-specific implications.

8. EQUALITY & DIVERSITY IMPLICATION

8.1 There are none.

9. DATA PROTECTION IMPLICATIONS

9.1 No programme-specific implications.

10. RECOMMENDATIONS

10.1 To seek comments from the Environment Overview and Scrutiny Panel.

FURTHER INFORMATION

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Background Papers:

[Parking Standards SPD \(2012\)](#)
[National Model Design Code](#)

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