

PARKING STANDARDS SPD: DRAFT SUPPLEMENTARY PLANNING DOCUMENT

1. RECOMMENDATIONS

- 1.1 That the Cabinet agree that the draft Supplementary Planning Document (SPD) “Parking Standards” be published and subject to a six-week period (or equivalent) of public consultation.
- 1.2 That prior to publication, the final editing of the draft document (attached in Appendix 1 to this report) be agreed by the Executive Head for Planning, Regeneration and the Economy in consultation with the Portfolio Holder for Planning, Regeneration and Infrastructure.

2. INTRODUCTION

- 2.1 The purpose of this report is to seek approval to carry out a public consultation of the Parking Standard draft supplementary planning document (SPD) in support of the adopted Local Plan 2016-2036 Part 1: Planning Strategy (July 2020), and in particular Policies CCC2: ‘Safe and sustainable travel’, Policy IMPL2: ‘Development standards’ and ENV3: ‘Design quality and local distinctiveness’. The document is a guidance document. The policies it relates to have already been adopted by the Council when adopting the Local Plan 2016-2036 Part 1: Planning Strategy.
- 2.2 Parking standards required in new development need to contribute to the delivery of sustainable development and balance the provision of car parking with key drivers of change including climate change, to assist in shifting behaviour of the transport modes currently chosen in the different parts of the District. This strategic direction is set out in the overarching policies of New Forest District Council’s Local Plan 2016-2036 Part 1: Planning Strategy (July 2020), including Policy STR1, ST7 and STR8.

3. BACKGROUND

- 3.1 In October 2012 the Council adopted its ‘Parking Standards’. This provided additional guidance to the implementation of Policy CS24 and CS25 of the Core Strategy adopted in 2009. These policies have now been superseded by Policies CCC2, IMPL2 and ENV3 in the recently adopted Local Plan 2016-2036 Part 1: Planning Strategy (July 2020) and therefore the 2012 SPD needs review and amendment.
- 3.2 The guidance set out in this draft SPD has been updated to take account of the step changes in national and local policy, ensuring they achieve sustainable development in the context of climate change and are responsive to local circumstances regarding the availability of parking, accessibility and public transport.
- 3.3 Of particular note is the revised National Planning Policy Framework (NPPF), which promotes sustainable transport that will in turn contribute to wider sustainability and health objectives through reducing the need to travel and ensuring active travel choices are pursued. Hampshire County Council’s emerging Local Transport Plan 4 has also identified two guiding principles for its Plan’s development including firstly significantly reducing dependency on the private car and reducing the overall need to travel, and secondly creating a transport system that supports high quality, prosperous places and puts people first.

- 3.4 To assist in the update, a Councillor Task & Finish Group was set up to consider a series of questions and steer the drafting of the SPD. The issues covered included:
- 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?
 - d) Whether and how to assess / take into account the availability of on-street parking?
 - e) What guidance should the SPD set out on the provision of electric vehicle charging points?
- 3.5 These were taken into account in the draft SPD primarily by continuing to provide guidance for uses listed in 2012 document, proposing flexibility for parking provision in town centre sites, ensuring on-street parking issues are taken into account and providing clearer requirements for electric vehicle parking.
- 3.6 Parking standards set out by similar local authorities were also appraised as part of the update.

4. OUTLINE OF THE SPD CONTENT

- 4.1 Existing sections were either substantially updated, or new sections added to the existing 2012 document, with the draft SPD now proposed for consultation including the following matters:
- Sets out recommended car parking numbers and size standards for residential and non-residential development across the District
 - Reduced parking requirements for main town centre locations on a site-by-site basis
 - Advice and considerations for design and quality of the environment
 - Electric Vehicle parking provision
 - Minimum cycle parking standards
 - Additional advice on motorcycle micro-scooter, mobility scooter and commercial vehicle parking
 - Guidance for provision of disabled persons' parking spaces
 - Advice on accommodating car clubs in relevant developments
 - Departures from the parking standards advice
 - Advice on the need and thresholds for Transport Assessments and Transport Statements and Site Travel Plans

5. NEXT STAGES

- 5.1 The exact dates for the period for public consultation on this draft document are to be finalised. All comments made during the consultation period will be considered and taken into account in the preparing the final version of this document for consideration by Cabinet.

6. FINANCIAL IMPLICATIONS

6.1 There are no financial implications for the Council resulting from the measures set out in the draft SPD.

7. CRIME & DISORDER IMPLICATIONS

7.1 There are none.

8. ENVIRONMENTAL IMPLICATIONS

8.1 The Supplementary Planning Document aims to strike a balance between promoting modal shift and reducing dependence in the car and recognising that there remains limited public transport across the district.

9. EQUALITY & DIVERSITY IMPLICATIONS

9.1 There are none.

10. DATA PROTECTION IMPLICATIONS

10.1 There are none.

11. PORTFOLIO HOLDER COMMENTS

11.1 Agreeing the level of parking provision on new development is challenging and sometimes controversial. A balance needs to be struck between using valuable land for hard surface and parking in less sustainable locations and using less land for parking in sustainable locations where there is a choice to travel in other ways. Consideration needs to be given to the environmental impacts of hard surfacing land, carbon reduction and contributing to net zero acknowledging that in some areas there is little alternative but to travel by car and therefore the level of parking provided needs to reflect the level of car ownership. The revisions made to the SPD have been carefully considered and I believe strikes the right balance for our district.

For further information contact:

Claire Upton-Brown
Executive Head Planning, Regeneration and
the Economy
claire.upton-brown@nfdc.gov.uk

James Smith
Senior Planning Officer
023 8028 5345
james.smith@nfdc.gov.uk

Background Papers:

Published documents.