

ADOPTION OF THE PARKING STANDARDS SPD: SUPPLEMENTARY PLANNING DOCUMENT

1. RECOMMENDATIONS

- 1.1 That the Cabinet agree that:
 - a. The “Parking Standards” be adopted as a Supplementary Planning Document (SPD)
 - b. That the existing Parking Standards SPD (October 2012) is superseded
 - c. Prior to publication, the final editing of the document (attached in Appendix 1 to this report) be agreed by the Executive Head for Planning, Regeneration and 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, for the adoption of the Parking Standards 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 will provide more detailed direction to developers on the parking standards they are required to meet in new developments. 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 Cabinet agreed at its November 2021 meeting that the draft Supplementary Planning Document was consulted on. The period of public consultation ran from 26th November 2021 to 14th January 2022.

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 These policies have now been superseded by Policies CCC2, IMPL2 and ENV3 in the recently adopted Local Plan 2016-2036 Part 1: Planning Strategy (July 2020).
- 3.2 The draft SPD now proposed for adoption has been amended from the previous 2012 Parking Standards SPD, to take account of the step changes in national and local policy, ensuring that the standards achieve sustainable development in the context of climate change, acknowledging the Council’s recent declaration of a climate and nature emergency, and other drivers. The draft SPD to be responsive to local circumstances regarding the availability of parking and accessibility.
- 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 A Councillor Task & Finish Group was set up to steer the preparation of the SPD.

4. MAIN ISSUES RAISED IN THE CONSULTATION

4.1 There were 25 respondents to the consultation.

- Local residents and interest groups (8)
- Town and Parish Councils (5)
- Other organisations, including the Highways England, Natural England, New Forest National Park Authority and Hampshire County Council Public Health (8)
- Developers and Landowners (4)

4.2 The consultation asked series of questions about the scope and contents of the draft SPD as well as allowing people to make comments more generally on a specific section, paragraph or table.

4.3 The comments received ranged from general views on the overall content and principles of the document, to more specific elements of detail on certain aspects. Comments made included those wanting to see greater provisions for safe / secure cycle parking to others suggesting there was not any part of the New Forest that has a level of public transport provision sufficient to deter car ownership.

4.4 There was broad support of the promotion of sustainable transport through the provision of minimum requirements for cycle parking, but also acknowledging that there are areas of the District more reliant on the car as a means of transport.

4.5 Some of comments received were outside of the scope of the document and related to the provision of further cycleways and other existing infrastructure.

4.6 The full representations received, together with a response to the comments made can be viewed on the website at: <https://newforest.gov.uk/article/2859/Parking-Standards>

4.7 The comments referred to above have been reviewed by officers and taken into account in preparing the final version of the SPD. Whilst minor amendments have been made, the approach set out in the document has remained largely unchanged. The main amendments can be summarised as:

- Status of document – clarification of the document’s status as guidance in support of adopted Local Plan Policies relating to car parking and its design.
- Clarify that reduce parking requirements for town centre locations refer to vehicles only, and that minimum cycle parking requirements remain in order to promote sustainable transport options
- Reflect recent changes to Building Regulations and the introduction of ‘Part S’, that now requires new development to provide electric vehicle chargers and associated infrastructure
- Providing further clarity of the wording – in particular around design, quality of the environment and the size of car parking spaces
- Ensure consistent reference throughout the document to cycle parking provisions to be located appropriately, and be safe, secure and accessible

- Reflect the more limited potential for Car Clubs in our District
- Rely on existing national and county requirements for Transport Assessments / Travel Plans and remove guidance on this from the SPD

4.8 Regarding points made outside of the SPD's scope, the Council is engaged with work developing options for improved infrastructure with HCC, through the emerging 'Local Cycling and Walking Infrastructure Plan' (LCWIP).

5. NEXT STAGES

5.1 Subject to Cabinet agreeing to adopt this Supplementary Planning Document, the document will be published as soon as practicable in its final form.

5.2 Following adoption, there is also a statutory 3-month period for legal challenges, during which any person with sufficient interest in the decision to adopt the Supplementary Planning Document may apply to the High Court for permission to apply for judicial review of that decision.

6. FINANCIAL IMPLICATIONS

6.1 The measures set out in this report will either be provided directly by the developer or be funded by Developers' contribution secured through legal agreement. This will help ensure that new development funds the necessary infrastructure to achieve sustainable development in accordance with the Local Plan, without being a burden on public finances.

7. CRIME & DISORDER IMPLICATIONS

7.1 There are none.

8. ENVIRONMENTAL IMPLICATIONS

8.1 The Supplementary Planning Document aims to ensure that all new development is achieved to a high standard of design and is sustainable. The SPD will help to address the Climate Change and Nature Emergency by encouraging reduced dependence on the car.

9. EQUALITY & DIVERSITY IMPLICATIONS

9.1 There are none.

10. DATA PROTECTION IMPLICATIONS

10.1 There are none.

11. PORTFOLIO HOLDER COMMENTS

11.1 Firstly I would like to thank the Task and Finish Group for its input on this work. Striking the right balance between providing sufficient parking to meet future needs and minimising the amount of land surfaced and set aside for parking is challenging. However this SPD strikes that balance and will provide valuable guidance to planners, developers, communities, Town and Parish Council's and the Planning Committee. Importantly the SPD will contribute to delivering sustainable development across the District and addressing the climate and nature emergency.

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Background Papers:

Published documents.