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HAVANT BOROUGH COUNCIL

CABINET

3 February 2016

PARKING SUPPLEMENTARY PLANNING DOCUMENT

Report of Executive Manager (Planning Services)

FOR DECISION

Portfolio: Planning, Economic Development and Built Environment

Key Decision: Yes

1.0 Purpose of Report

- 1.1 To advise Cabinet of the outcome of the Parking Supplementary Planning Document (SPD) consultation. On adoption, the SPD will replace the current Residential Parking and Cycle Provision SPD which was adopted on 22 March 2010 and the Non-residential Parking Standards in the Local Plan (Core Strategy).

2.0 Recommendation

- 2.1 RECOMMENDED that Cabinet recommends to full Council that the Parking Supplementary Planning Document be approved and adopted, to replace the current Residential Parking and Cycle Provision SPD which was adopted on 22 March 2010 and the Non-residential Parking Standards in the Local Plan (Core Strategy).

3.0 Summary

- 3.1 The National Planning Policy Framework (NPPF) states that policies in development plans can set local levels of parking for residential and non-residential development. In the Planning Update published in March 2015 DCLG reiterated their stance 'This government is keen to ensure that there is adequate parking provision both in new residential developments and around our town centres and high streets.
- 3.2 Policies DM13 Car and Cycle Parking on Residential Development and DM14 Car and Cycle Parking on Development (excluding residential) of the Local Plan (Core Strategy) provide the policy basis for the new standards.
- 3.3 The new SPD reviews the adequacy of the existing parking standards, updates them where necessary and brings the revised standards into one useful resource.

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4.0 Subject of Report

- 4.1 The Council's existing parking standards (relating to development) pre-date the National Planning Policy Framework (NPPF). They were based on guidance in Planning Policy Guidance Note PPG13, which advised applying maximum standards.
- 4.2 Whilst the NPPF retains the aim of reducing the need to travel, therefore minimising the use of the car, the emphasis in the NPPF is for the provision of adequate levels of parking to accommodate the car in developments; alongside the additional considerations of public transport availability, accessibility and local car ownership levels.
- 4.3 The Parking SPD brings all the Parking Standards into one document. It recognises that car ownership continues to rise in the Borough. The SPD recommends minimum parking standards and sets an expectation of the amount of car and cycle parking to be provided for differing types of development. This should result in greater levels of parking provision alongside new development than would have previously been the case under the former maximum standards.
- 4.4 Once adopted, the document will be a useful tool for our customers to commence discussions with the Development Management Team on the levels of parking required for new development.
- 4.5 The document is deliberately concise; signposting customers to other sources of guidance where they exist rather than repeating existing policy, evidence and available information.
- 4.6 Following the public consultation period all comments have been carefully considered and where relevant the document has been altered and progressed toward adoption.

5.0 Implications

- 5.1 **Resources:** The costs of producing the document are covered within existing and proposed budgets.
- 5.2 **Legal:** On adoption, the Parking SPD will replace the current Residential Parking and Cycle Provision Supplementary Planning Document. The document will also incorporate the Non-residential Parking Standards currently set out Appendix 5 of the Local Plan (Core Strategy).
- 5.3 **Strategy:** The document will provide a 'one stop shop' clearly setting out the Council's Parking Standards for cars and cycles to customers. The SPD supports the priorities of Economic Growth and Environmental Sustainability.
- 5.4 **Risks:** If this document is not taken forward then the adequacy of the existing and time bound information contained within the current SPD and Core Strategy may be subject to challenge.
- 5.5 **Communications:** The document has been prepared in consultation with relevant officers/teams within the council namely the Development Engineer,

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Parking and Traffic Management, Landscape, Development Management and Economic Development. The document has also been subject to a formal consultation will included councillors/statutory consultees/agents /developers/commercial contacts/social housing providers/the original SPD respondents. An item was included in the Local Plan Newsletter bringing the document to the wider attention of the general public.

- 5.6 **For the Community:** Parking can be an emotive issue. The purpose of this guidance is to ensure that new developments have appropriate levels of parking provision.
- 5.7 **An Integrated Impact Assessment (IIA) has been completed and concludes:** No negative impacts were identified.

6.0 Consultation

- 6.1 The SPD was subject to a formal five week period of consultation commencing Friday 10 July. Representations received during this consultation have been carefully considered and where appropriate the document has been amended. The consultation statement can be found in Appendix 2.

Appendices:

- Appendix 1: Havant Borough Council Draft Parking SPD
- Appendix 2: Consultation Statement

Agreed and signed off by:

Legal Services: 13/01/16

Executive Head of Governance and Logistics: 06/01/16

Andy Biltcliffe, Executive Manager, Planning Services: 14/01/16

Julia Potter, Executive Head, Planning & Economy: 08/01/16

David Guest, Cabinet Lead, Planning, Economic Development and Built

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