

HAVANT BOROUGH COUNCIL

CABINET

20 July 2016

Parking Supplementary Planning Document (SPD) Report by the Planning Policy Officer

FOR RECOMMENDATION TO COUNCIL

**Portfolio: Cabinet Lead for Economy, Planning, Development and Prosperity
Havant**

Key Decision: No

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

Recommended that the Cabinet recommends the draft Parking Supplementary Planning Document (SPD) consultation to Council for approval and adoption.

3.0 Summary

- 3.1 Maximum parking standards constrained the amount of parking that could be achieved on developments. The proposed standards within this revised SPD will address this with minimum standards which will result in greater levels of parking on new developments.
- 3.2 The consequences of not adopting updated standards would be inadequate parking on new developments which leads to unsafe parking elsewhere; this has been seen already with some recent developments in the Borough.
- 3.3 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.

- 3.4 The new SPD reviews the adequacy of the existing parking standards, updates them where necessary and brings the revised standards into one useful resource.

4.0 Subject of Report

- 4.1 The outdated parking standards set out in the Residential Parking and Cycle Provision SPD (2010) and the Non-Residential Parking Standards in the Local Plan (Core Strategy) are no longer fit for purpose. They pre-date the National Planning Policy Framework (NPPF) and 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.
- 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 this document are covered within existing budgets. There are no additional resource requirements expected.

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 Local Plan (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, Parking and Traffic Management, Landscape, Development Management and Economic Development. The document has also been subject to a formal consultation which 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 **The Integrated Impact Assessment (IIA) has been completed and concluded the following:**

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 Supplementary Planning Document (SPD)
- Appendix 2: Consultation Statement

Agreed and signed off by:

Manager – Legal and Democratic Services: *Abe Ezekiel, 30/06/16*

Head of Planning: *Andrew Biltcliffe, 01/07/16*
Portfolio Holder: *David Guest, 01/07/16*
Finance: *Al Tottle, 01/07/16*

Contact Officer: Laura Cornborough
Job Title: Planning Policy Officer
Telephone: 02392 446539
E-Mail: laura.cornborough@havant.gov.uk