

# COUNCIL

## 10 NOVEMBER 2011

**\*PART 1 – PUBLIC DOCUMENT**

**AGENDA ITEM No.**

**6**

**TITLE OF REPORT: ITEM REFERRED FROM CABINET: 27 SEPTEMBER 2011 – SUPPLEMENTARY PLANNING DOCUMENT (SPD) – VEHICLE PARKING AT NEW DEVELOPMENTS**

*The following is an extract from the Draft Minutes of the Cabinet meeting held on 27 September 2011.*

**47. SUPPLEMENTARY PLANNING DOCUMENT (SPD) – VEHICLE PARKING AT NEW DEVELOPMENTS**

The Portfolio Holder for Planning, Transport and Enterprise presented a report of the Strategic Director of Planning, Housing and Enterprise in respect of the proposed adoption of the Vehicle Parking at New Developments Supplementary Planning Document (SPD). The following appendices were submitted with the report:

Appendix 1 – Amended Vehicle Parking Provision at New Developments Supplementary Planning Document;  
Appendix 2 - Vehicle Parking Provision at New Developments - Consultation Representations;  
Appendix 3 - Vehicle Parking Provision at New Developments - Local Evidence Base Summary.

The Chairman of the Overview and Scrutiny Committee presented the following recommendations from that Committee, made at its meeting held on 20 September 2011, in respect of the Supplementary Planning Document (SPD) – Vehicle Parking at New Developments (Minute 43 refers):

- “(1) That the amendments to the Vehicle Parking Provision at New Development Supplementary Planning Document as set out in Appendix 1 of the report be supported;
- (2) That Cabinet be requested to ensure that the effect of the new minimum parking standard for residential properties as contained in the Supplementary Planning Document is monitored and reviewed regularly.”

The Portfolio Holder for Planning, Transport and Enterprise drew attention to the outcome of the public consultation exercise regarding the draft SPD, as set out in the report. The SPD proposed a move towards minimum (as opposed to maximum) parking standards in new developments. In addition, a garage would only be considered to be a parking space if it met the minimum garage size requirements set out in the SPD. The additional 0.25m-0.75m unallocated/visitor space was included partly to compensate for lack of use of garages (or garages being too small).

Cabinet noted that a reduction for the 0.5 space per dwelling visitor allocation may be considered where a strong case for lower car ownership levels could be demonstrated, such as in town centre locations.

In respect of the recommendations of the Overview and Scrutiny Committee, the Portfolio Holder for Planning, Transport and Enterprise commented that any monitoring and review of the new minimum parking standards would need to be carried out over a period of time. Should any changes to the standards be required, then this would be the subject of a future report to Cabinet.

**RESOLVED:** That the amendments to the Vehicle Parking Provision at New Developments Supplementary Planning Document, as set out in Appendix 1 to the report, be agreed.

**RECOMMENDED TO COUNCIL:** That the amended Vehicle Parking Provision at New Developments Supplementary Planning Document, as set out at Appendix 1 to the report, be adopted.

**REASON FOR DECISION:** To support the emerging Local Development Framework Core Strategy and Development Policies.

*The following is the report considered by the Cabinet at its meeting held on 27 September 2011.*

**TITLE OF REPORT: SUPPLEMENTARY PLANNING DOCUMENT: VEHICLE PARKING AT NEW DEVELOPMENTS**

REPORT OF STRATEGIC DIRECTOR OF PLANNING, HOUSING AND ENTERPRISE  
PORTFOLIO HOLDER: CLLR TOM BRINDLEY

**1. SUMMARY**

- 1.1 This report sets out revised guidance on Vehicle Parking at New Development via an updated Supplementary Planning Document (SPD) following a six week public consultation. This report seeks Cabinet's approval of the amended SPD (as set out in Appendix 1) and support for its adoption.

**2. FORWARD PLAN**

- 2.1 This Report contains a key recommendation that was first notified to the public as part of the NHDC Parking Strategy on 1<sup>st</sup> June 2009 and more recently as a draft SPD for public consultation on 22 June 2011.

**3. BACKGROUND**

- 3.1 The Council's existing Supplementary Planning Document 'Vehicle Parking Provision at New Development' was adopted in 2006. At the time national policy guidance required parking standards to be maximums and capable of being reduced dependent on a variety of criteria.
- 3.2 In June 2011 Cabinet resolved to publish the Draft SPD for public consultation. A six week consultation was carried out from Monday 27 June to Monday 8 August 2011. Appendix 1 sets out the latest version of the revised SPD following this consultation. Representations from the consultation are detailed in Appendix 2. The local evidence base developed from a recently conducted parking survey is summarised in Appendix 3.
- 3.3 This report seeks approval of the revised SPD following the public consultation and additional evidence gathered.

**4. ISSUES**

- 4.1 A total of sixty one representations were made from ten consultees, all of which were comments with the exception of one objection from McCarthy & Stone Retirement Lifestyles LTD. Appendix 2 details how these comments and the objection have been addressed. Some involve minor wording changes. Others are more significant as detailed in paragraphs 4.2 to 4.7. In addition some further supporting evidence from the local survey (Appendix 3) has been taken into account. All changes to the document are highlighted in Appendix 1, Vehicle Parking at New Development.
- 4.2 The Policy section of the document has been expanded with further information on Hertfordshire County Council's Third Local Transport Plan plus additional information on the emerging National Planning Policy Framework.
- 4.3 The evidence base has been reinforced through completion of a local survey of residential parking which included questions on use of garages and following comments from Hertfordshire Police. Further information is also provided on the town parking reviews.

- 4.4 The evidence regarding the use of garages has been significantly strengthened through the local survey where 42% of respondents who had a garage regularly used it to park their vehicle. This is 2% above the suggested nationally researched figure. It is acknowledged that this may not mean residents always use the garage to park their vehicle which is reflected in the response of where vehicles are normally parked with a smaller number saying they use their garage. The residential parking standard has been amended to reflect these usage patterns.
- 4.5 Of the 58% who did not use their garage for parking, 29% of these stated the main reason for not using it was it was too small to accommodate their family vehicle. This provides further support to the minimum garage size of 7m x 3m in order for it to be classed as a parking space and offers evidence that more people could park in their garage if it was large enough.
- 4.6 The consultation draft SPD requires that a garage would only be considered to be a parking space if it meets the minimum garage size requirements. The additional 0.25 – 0.75 unallocated/visitor space standard is included partly to compensate for lack of use of garages (or garages being too small). Alongside the change from maximum to minimum standards for dwellings this approach is considered to be both realistic and robust.
- 4.7 It is more than likely that the draft guidance will result in residential developers having to consider parking more carefully as a design issue to achieve the required standards. It is also likely that development sites may have to have a slightly lower development density without resulting in inefficient use of land.
- 4.8 The proposed parking standards are likely to result in residential developments that deliver parking provision significantly higher than the 2011 average car ownership figure for the district. This offers some comfort regarding growth in car ownership and ‘future proofing’ developments against parking problems.
- 4.9 The objection from McCarthy and Stone Retirement Lifestyles LTD regarding retirement developments has been considered in some detail. The key point of their objection being that the proposed minimum standard is too high. McCarthy Stone have demonstrated significant experience in the retirement dwelling sector and have considerable evidence on parking demand for their developments.
- 4.10 The standard for retirement dwellings has been retained as a minimum standard of 1 space per dwelling and 0.5 spaces unallocated visitor spaces per dwelling. For both standards a reduction will be considered where alternative publicly available off-street parking is available or where strong evidence is put forward by the applicant that supports a reduced level of parking provision based on consideration of residents’ car ownership levels and the likely demand for visitor parking.
- 4.11 In addition following comments from Fairview Homes (Wilcock) a reduction for the 0.5 space per dwelling visitor allocation may be considered where a strong case for lower car ownership levels can be demonstrated. See table 4.1, Appendix 1 for further details.
- 4.12 The Accessibility Zones have been updated to include Accession mapping. Accession software provides the most up to date, accurate information on accessibility by foot, bike and public transport and travel time to the town

centre/railway station in 10 minute intervals has been used to create new accessibility zones.

## **5. LEGAL IMPLICATIONS**

- 5.1 The terms of reference of Cabinet include “To exercise the Authority’s functions as Local Planning Authority except to the extent that those functions are by law the responsibility of the Council or delegated to the Strategic Director of Planning Housing and Enterprise.”
- 5.2 The revised document will be placed before Cabinet for recommendation to Council. Cabinet’s terms of reference include, by recommendation to Council “To advise the Council in the formulation of those policies within the Council’s terms of reference.” Council’s terms of reference include “Approving or adopting the policy framework...Development Plan documents.”

## **6. FINANCIAL AND RISK IMPLICATIONS**

- 6.1 The Vehicle Parking Provision at New Development SPD has been prepared in house and ongoing work on this guidance will be undertaken from existing staff resources.
- 6.2 Costs associated with the production of the final document will be met from the LDF reserve which this work supports.

## **7. HUMAN RESOURCE AND EQUALITIES IMPLICATIONS**

- 7.1 The officer time involved in the preparation of the Vehicle Parking Provision at New Development SPD is identified as part of the Corporate Business Planning Process for Strategic Planning and Enterprise.
- 7.2 The Council incorporates the statutory equalities duties which apply to all its activities into policies and services as appropriate, as set out in the Council’s Corporate Equality Strategy. We also recognise that in our society, groups and individuals continue to be unfairly discriminated against and we acknowledge our responsibilities to actively promote good community relations, equality of opportunity and combat discrimination in all its forms.
- 7.3 During the development and consideration of service and budget planning options the impact of equality of access and outcomes should be considered whilst working together with and informing the local community on the Vehicle Parking Provision at New Development SPD.

## **8. CONSULTATION WITH EXTERNAL ORGANISATIONS AND MEMBERS**

- 8.1 The portfolio holder for Transport has been consulted throughout the process to date.
- 8.2 A six week public consultation took place from Monday 27 June to Monday 8 August 2011. The Local Development Framework Consultation database was used to inform interested parties how to access and provide comments on the document which was available electronically and via local libraries.
- 8.2 A members workshop will take place on Thursday 8 September 2011. Members supported the amendments made to the document following consultation and discussed the importance of flexibility when applying the standards in certain cases.

## **9. RECOMMENDATIONS**

- 9.1 That Cabinet agrees the amendments to the Vehicle Parking Provision at New Development Supplementary Planning Document as set out in Appendix 1.
- 9.2 That Cabinet recommend the amended Vehicle Parking Provision at new Development SPD to Council for adoption.

## **10. REASONS FOR RECOMMENDATIONS**

- 10.1 The guidance set out in the Vehicle Parking Provision at New Development SPD will support the emerging Core Strategy and Development Policies.

## **11. ALTERNATIVE OPTIONS CONSIDERED**

- 11.1 None.

## **12. APPENDICES**

- 12.1 Appendix 1 – Amended Vehicle Parking Provision at New Development Supplementary Planning Document
- 12.2 Appendix 2 - Vehicle Parking Provision at New Development, Consultation Representations
- 12.3 Appendix 3 - Vehicle Parking Provision at New Development, Local Evidence Base Summary

## **13. CONTACT OFFICERS**

- 13.1 Simon Young  
Transport Policy Officer  
01462 474846  
[simon.young@north-herts.gov.uk](mailto:simon.young@north-herts.gov.uk)
- 13.2 Lorraine O’Gorman  
Transport Projects Officer  
01462 474425  
[Lorraine.ogorman@north-herts.gov.uk](mailto:Lorraine.ogorman@north-herts.gov.uk)

## **14. CONTRIBUTORS**

- 14.1 Jodie Penfold, Group Accountant, ext 4332
- John Ironside, Corporate Strategic Planning & Enterprise Manager, ext 4626
- Louise Symes, Projects Manager, Strategic Planning & enterprise, ext 4359
- Anthony Roche, Senior Lawyer, ext 4588

## **15. BACKGROUND PAPERS**

- 15.1 NHDC Vehicle Parking Provision at New Development SPD 2006.