

## OVERVIEW & SCRUTINY

<b>DATE OF MEETING:</b>	<b>15 FEBRUARY 2022</b>
<b>TITLE OF REPORT:</b>	<b>RESIDENTIAL CYCLE AND CAR PARKING STANDARDS UPDATE</b>
<b>Report of:</b>	<b>Head of Place</b>
<b>Cabinet Portfolio:</b>	<b>Place</b>
<b>Key Decision</b>	<b>No</b>
<b>Confidentiality</b>	Non Exempt

### 1 PURPOSE OF REPORT

- 1.1 This report provides an update on progress with updated Residential Cycle and Car Parking Standards.

### 2 OFFICER RECOMMENDATION

That Members:

- note the report and progress with the Cycle and Car Parking Standards SPD
- provide feedback on the draft Residential Cycle and Car Parking Standards Technical Advice Note (TAN) attached at Appendix A.

### 3 BACKGROUND

- 3.1 The Council's current parking standards date from August 2008 when the 'Parking Provision Interim Guidance' was adopted by Cabinet. There have been various changes to planning and other guidance since then, both at national and local level.
- 3.2 The Hart Local Plan (Strategy & Sites) 2032 was adopted in April 2020 and includes various references to parking standards, in particular in Policy NBE9 Design and Policy INF3 Transport.
- 3.3 Hart District Council declared a Climate Emergency in April 2021 and there is greater emphasis on health and well-being in its revised corporate priorities, the Hart Vision 2040 specifically refers to:
- Healthy and sustainable transport; and
  - Mitigating the impact of climate change.
- 3.4 National Planning Policy Framework was updated in July 2021; para 107 refers to the setting of local parking standards for both residential and non-residential development and that these should take account of:
- a) Accessibility of the development;

- b) The type, mix and use of development;
  - c) The availability of and opportunities for public transport; and
  - d) Local car ownership levels; and
  - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
- 3.5 Para 133 of the NPPF also refers to '[Building for a Healthy Life](#)' which was published in 2020 and endorsed by Homes England, the HBF, Design Network and the Urban Design Network, reflecting the requirement for appropriate designs and layouts.
- 3.6 Consultants were commissioned to undertake research and background evidence to inform the revised standards, reflecting the various changes mentioned above:
- a literature review of guidance;
  - current and future car ownership trends;
  - review and benchmarking of approaches in other local authorities;
  - recommendations for car and cycle parking standards;
  - review of car and cycle parking design guidance; and
  - recommendations for cycle and car parking design guidance.
- 3.7 The Council is preparing a Cycle and Car Parking Supplementary Planning Document (SPD) focusing on place making, and modal shift taking account of the climate emergency, health and wellbeing, and the environment. The work is being developed in stages:
- **Stage 1** – focus on **residential** parking standards for cycles and cars and publication of a Technical Advice Note (TAN);
  - **Stage 2** – focus on **non-residential** parking cycle and car parking standards; and
  - **Stage 3** – cycle and car parking **design** matters.
- 3.8 Stage 1 is well progressed with preparation of a draft TAN, attached at Appendix A. Experience using the TAN will inform any changes needed for the SPD.
- 3.9 It is envisaged stages 2 and 3 will run concurrently, after which a full SPD will be prepared pulling all three elements together.

## 4 MAIN ISSUES

- 4.1 National planning policy includes reference to limiting the need to travel and offering a genuine choice of transport modes to help reduce congestion and emissions and improve air quality and public health.
- 4.2 The concept of active travel such as walking and cycling to improve health, quality of life and the environment by reducing air pollution/carbon emissions, now has much greater emphasis. The Government has announced that there will be an updated version of Manual for Streets in 2022, which will demonstrate how streets can be better designed to prioritise walking, cycling and public transport as the first choice for journeys. Hampshire County Council's Local Transport Plan (4) currently being prepared enshrines a

fundamental shift from '*planning for vehicles towards planning for people and places*'.

- 4.3 The Council is actively pursuing its Green Grid project and is in the process of commissioning a Local Cycling and Walking infrastructure Plan (LCWIP).
- 4.4 Application of the matters set out in the NPPF together with the findings of the evidence base has provided the opportunity to express in the TAN, these broader benefits. In particular the idea of substituting vehicular trips whereby people meet most of their daily needs within a 20 minute walk or cycle from their home with reference to cycle parking and storage to encourage more cycle use.
- 4.5 The key findings of the consultant's report can be summarised as :
- due to existing high levels of car ownership and increases in car ownership in Hart in the past, that it is expected that this will plateau in the future and consequently there will be less room for growth;
  - given the levels of car dependency in Hart district a policy of aggressive parking restraint is not appropriate;
  - the need to identify future opportunities to explore options for shared mobility such as car clubs and shared bikes/rides;
  - recognition that Planning Practise Guidance refers to *maximum parking standards can lead to poor quality development and congested streets. Local Planning Authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable*'. (PPG para 008);
  - with ownership of electric vehicles increasing, the requirement for Electric Vehicle (EV) charging in new developments will become mandatory from 15 June 2022;
  - the distinction between allocated and unallocated (visitor) parking on the basis that these can affect the efficiency of the use of spaces and the layout of the development;
  - details of disabled parking provision within new developments; and
  - acknowledgement that garages are not always used for car parking and matters such as the availability of separate cycle storage and general storage will affect garage use, as will the size of the garage.
- 4.6 The consultant recommended standards for both cycle and car parking which have informed the draft TAN albeit with some minor adjustments reflecting local knowledge and priorities.
- 4.7 Publication of the Cycle and Car Parking TAN now will allow time to gather further evidence to inform the SPD. This will also provide the opportunity for the standards to be applied to residential development proposals in the meantime and any issues arising noted. There are also a number of pending changes including the release of 2021 Census data and the Planning Bill which may have implications for details in the SPD.

## **Recommended Standards**

### 4.8 **Cycle Parking Standards :**

<b>Number of Bedrooms</b>	<b>Minimum provision</b>
1 bed	2 cycle spaces
2 bed	3 cycle spaces
3 bed	4 cycle spaces
4 bed	5 cycle spaces
5 bed	6 cycle spaces
1 space should be able to accommodate a non-standard bicycle	
Unallocated/visitor	0.2 space per home Part spaces need to be rounded up
5% of Communal provision should be able to accommodate a non-standard bicycle	

4.9 These standards require a decent level of cycle parking provision not only to ensure current demand is met but also to encourage greater use of cycles and future-proof development for higher levels of cycle use. In addition it is key that cycle parking is easy to access to encourage usage, particularly for local short trips.

### 4.10 **Car Parking Standards:**

4.11 The recommended car parking standards as set out below.

<b>Residential Car Parking Standards</b>		
<b>Property type</b>	<b>Number of spaces allocated per dwelling</b>	<b>Additional unallocated spaces per dwelling</b>
1 bed	1.0	1.0
2 bed	2.0	0.5
3 bed or	2.0	1.0
Alternative 3 bed	3.0	0.5
4 bed	3.0	0.5
5+ bed	3.0	1.0
If under provide on plot, amount needs to be made up with unallocated spaces		
A minimum of 5% of unallocated spaces should be designed for use by disabled people. The requirement will always be rounded up to a whole number.		

4.12 These standards do not differ greatly from the current standards in terms of overall provision, but there is a subtle change of emphasis away from allocated parking towards unallocated parking. This means parking provision

is more flexible on the site and is likely to be more effectively used. For example, over-provision of allocated parking for some homes is less likely to happen, and the site as a whole is better able to cope with fluctuations in demand from both visitors and residents.

- 4.13 Unlike the Council's current standards, the revised standards are not differentiated by zone i.e. they do not require more parking in less accessible areas, and less parking in more accessible areas. The consultant advised against such zones on the basis that Hart, being predominantly rural, does not have the range of settlement types with the typical attributes associated with a highly accessible area to justify a zonal approach. It is also unlikely that residents living in the more accessible areas of Hart district will forego owning a car despite being closer to public transport facilities.
- 4.14 The standards are not to be applied rigidly as maximum or minimum requirements, they should be considered carefully alongside the placemaking quality of a development and the parking strategy for the site, allowing for flexibility in providing alternative parking solutions such as shared mobility access to alternative modes of transport and opportunities for active travel.

### **Recommended Design Principles**

- 4.15 Whilst the consultant's report does not cover design matters in detail it does set out some key principles to be followed which are set out in the TAN and cover the following:
- Dimensions for parking spaces to ensure access and use – to include additional width/length to allow for opening of car doors/boot when adjacent to a wall or in front of a garage
  - To accommodate side by side parking on a drive and additional provision for pedestrian/cycle access
  - Tandem parking only acceptable for 2 cars
  - For disabled parking to provide additional space to the side and rear
  - For double garages to count as one space towards parking provision they must have a minimum internal dimension of 6.0x7.0 m (single garages are not counted)
  - Courtyard parking should be secure, well lit and with convenient connections to the properties they serve.
- 4.16 The TAN also refers to the need for transport assessments and travel plans and provides links to Hampshire County Council's guidance on this as the Local Highway Authority.

## **5 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

### **5.1 Option 1 - Do not update the 2008 standards**

- 5.2 One option is to continue to use the 2008 standards. However, matters have changed since then as set out above and there is now a greater emphasis on the need to reduce carbon emissions particularly from transport.

- 5.3 The revised standards reflect the need to encourage alternative forms of travel for local, shorter journeys with more details on cycle parking and storage.
- 5.4 The 2008 standards pre-date the adoption of the Hart Local Plan and publication of National Planning Policy Framework (2012 – 2021) and declaration of climate emergencies at national and local level. It is therefore, considered an appropriate time to revise the 2008 standards.
- 5.5 **Option 2 – delay publication of the revised residential standards in the form of a TAN until the draft SPD has been prepared**
- 5.6 Whilst this is feasible, it would be useful to apply this guidance now, whilst other work on non-residential standards and design takes place. Any lessons learned from using the TAN can inform the preparation of the SPD.

## 6 CORPORATE GOVERNANCE CONSIDERATIONS

### Relevance to the Corporate Plan and/or The Hart Vision 2040

- 6.1 Hart Vision 2040 includes reference to:
- Healthy and sustainable transport
  - Mitigating the impact of climate change

Both matters are reflected in the revised parking standards, along with references to the Green Grid and the declared climate emergency. Furthermore a Local Cycling and Walking Infrastructure Plan (LCWIP) for the District is being commissioned.

### 6.2 Service Plan

Is the proposal identified in the Service Plan?	Yes
Is the proposal being funded from current budgets?	Yes
Have staffing resources already been identified and set aside for this proposal?	Yes

### Legal and Constitutional Issues

- 6.3 The current parking standards (Parking Provision Interim Guidance) were adopted by Cabinet in August 2008.
- 6.4 Ultimately the aim is to take a full SPD on parking provision to Cabinet for adoption which will formally supersede the '2008' standards. The SPD will cover residential parking standards, non-residential parking standards, and design guidance for parking provision.
- 6.5 In the meantime, the TAN on *residential* parking standards, once published, will provide more up-to-date guidance for *residential* developments only. It won't formally supersede the interim policy adopted by Cabinet in 2008, but as a more up to date piece of work based on new evidence it can be taken into account now for residential developments. Lessons learned from its implementation can inform the SPD.

## **Financial and Resource Implications**

- 6.6 Further consultancy costs associated with the SPD will come from existing budgets. Officer time is required to appoint consultants to provide design advice and to progress the project including drafting the SPD itself.

## **EQUALITIES**

- 6.7 An EqIA has not been undertaken at this time given the informal status of the TAN. However, the revised standards include reference to disabled parking provision and acknowledgement of the need of parking for different cycles included adapted bikes.
- 6.8 An EqIA will be undertaken on the SPD once this is prepared.

## **CLIMATE CHANGE IMPLICATIONS**

- 6.9 The car and cycle parking standards for residential developments as set out in the TAN, have been prepared in the knowledge of the climate emergency and the need to reduce carbon emissions and to encourage both active travel and a modal shift in travel and choices of travel.
- 6.10 The purpose of the TAN is to express an accepted level of car parking in recognition of the nature of the District, existing levels of high car ownership and encouragement for journeys to be undertaken by walking, cycling and public transport.

## **7 ACTION**

- 7.1 Officers will finalise and publish the TAN which will be used as planning guidance for residential development. Feedback can then inform the more comprehensive SPD, which will also include non-residential parking standards and further guidance on designing-in parking.
- 7.2 Preparation of the SPD will then pull together all three elements, (residential, non-residential, and design) prior to formal consultation and adoption by Cabinet.

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## **Appendices**

Appendix A: Hart District Council Technical Advice Note – Residential Car and Cycle Parking Standards