

## **OVERVIEW & SCRUTINY**

**DATE OF MEETING: 14 NOVEMBER 2023**

**TITLE OF REPORT: CYCLE AND CAR PARKING IN NEW DEVELOPMENT  
SUPPLEMENTARY PLANNING DOCUMENT**

**Report of: Executive Director – Place**

**Cabinet Portfolio: Planning Policy and Place**

**Key Decision: No**

**Confidentiality: Non-Exempt**

## **PURPOSE OF REPORT**

1. To seek the views of the Committee on the working draft Cycle and Car Parking in New Development Supplementary Planning Document following public consultation prior to its consideration by Cabinet.

## **RECOMMENDATION**

2. That the Overview & Scrutiny Committee provides comments to Cabinet on the working draft of the revised Cycle & Car Parking in New Developments Supplementary Planning Document attached at Appendix 1, and the draft responses to representations made through the public consultation at Appendix 2.

## **BACKGROUND**

3. In August 2022 Cabinet endorsed the content of a [Technical Advice Note \(TAN\) on Cycle & Car Parking in New Development](#), and adopted the cycle and car parking standards within it as a material consideration in the determination of planning applications.
4. The TAN replaced the Parking Provision Interim Guidance 2008, bringing the Council's guidance on cycle and car parking in new developments up to date in the context of the adopted [Local Plan \(Strategy & Sites\) 2032](#), changes to national planning policy, and the Council's Climate Emergency declaration.
5. It was always intended to convert the TAN into a Supplementary Planning Document (SPD) so that the guidance is afforded greater weight in decision-making. This requires several statutory processes to take place including a screening exercise for strategic environment assessment and habitat regulations assessment, and a six-week public consultation on the draft SPD.
6. Apart from some minor updates and amendments the consultation draft of the SPD was essentially the same as the TAN.

## **MAIN ISSUES**

7. Consultation on the SPD ran for 6 weeks from 12 May to 23 June 2023, promoted through a press release, the Council's website, and posts across the Council's social media platforms. County and Parish Councillors were notified via a Councillor Connect newsletter email. Organisations and individuals on the Planning Policy database were notified directly by email or letter. This included statutory consultees, landowners, developers, Parish and Town Councils and residents' groups. Hard copies of the consultation documents were also available

to view at the Council Offices. This was carried out in line with the Council's Statement of Community Involvement, 2021.

8. There were 23 respondents making over 160 comments in total. Respondents include Hampshire County Council, a Member of Parliament, five Parish or Town Councils, Hampshire Constabulary, two adjoining Borough Councils, Blackwater Valley Friends of the Earth and two residents.
9. A summary of comments and the Council's draft response is set out in Appendix 2.
10. In terms of cycle parking there was broad support for the cycle parking standards, and some helpful feedback on detailed issues around secure and convenient storage.
11. With regards to car parking there was a wider range of views. Hampshire County Council were concerned about the car parking standards, believing that they over-provide parking and therefore fail to discourage car ownership and consequently car use, contrary to the objective for modal shift towards sustainable transport modes.
12. On the other hand, some concerns were raised that the car parking standards are too low or could result in parking in inappropriate locations such as rural lanes. A local MP was concerned that the SPD was an attempt to massively reduce the use of private vehicles and objected to this approach.
13. This range of views illustrates some of the challenges around car parking standards.
14. A number of comments were also made on details around the design of parking and other detailed aspects of the SPD.
15. In conclusion, no changes to the quantitative standards for cycle and car parking are proposed. The SPD sets out an approach which seeks to accommodate cars within well designed developments, avoid inappropriate car parking, and encourage the use of cycles.
16. Although the quantitative parking standards for cycles and cars do not change, the SPD is being refined in other detailed aspects where suggested changes will improve the document.
17. Appendix 1 sets out the working draft of the revised SPD. Appendix 2 sets out summaries of comments received and a draft Council response to those comments including any proposed changes over the draft that went out for consultation. Both of these documents are working drafts and subject to change. Feedback from the Overview & Scrutiny Committee is sought and will inform the final versions of these documents that go to Cabinet.

## **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

18. The alternative is not to convert the TAN into SPD. However, the TAN would not be afforded as much weight as an SPD when determining planning applications.

## **CORPORATE GOVERNANCE CONSIDERATIONS**

### **Relevance to the Corporate Plan**

19. The Corporate Plan 2023-2027 puts sustainability at the heart of the planning process, seeking well designed developments and promotes walking and cycling in helping to achieve a carbon neutral district by 2040.

### **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**

20. The SPD has been prepared following relevant planning legislation. There are no direct legal issues arising from the report, other than the need to carry out some statutory procedures upon adoption. The SPD will be a material consideration in the determination of planning applications.

### **Financial and Resource Implications**

21. No additional financial or resource implications have been identified.

### **Risk Management**

22. There is the opportunity for legal challenge to the adoption of an SPD, however this risk is low. The SPD has been prepared following the relevant legislation.

### **EQUALITIES**

23. An Equalities Impact Assessment (EqIA) Screening Assessment has been undertaken on the SPD and concluded that the SPD will have a positive impact upon all sections of the community, particularly the disabled and older people in specialist housing by ensuring that cycle and car parking standards accommodate their specific accessibility needs. The screening assessment concluded that a full EqIA is not needed.

### **CLIMATE CHANGE IMPLICATIONS**

24. One of the main aims of the SPD is to encourage a shift away from private car use and encourage cycling. This will make a positive contribution towards the Council's target of Hart district being carbon neutral by 2040.

### **ACTION**

25. Finalise the responses to representations received and the SPD, taking into account comments from Overview and Scrutiny, and take to Cabinet to be considered for adoption.

### **Appendices**

**Appendix 1:** Cycle and Car Parking in New Development Supplementary Planning Document (post consultation working draft), November 2023

**Appendix 2:** Summary of Representations and Council Response (Working Draft)

### **Background Papers:**

- [Consultation Draft of the Cycle and Car Parking in New Development Supplementary Planning Document, May 2023](#)