

Council/Cabinet/SMT/Other Meeting	
Meeting Date	25 July 2019
Report Title	Draft Car Parking Standards SPD
Cabinet Member	Cllr Mike Baldock, Cabinet Member for Planning
SMT Lead	Emma Wiggins
Head of Service	James Freeman
Lead Officer	Andy Jeffers, Development Manager
Key Decision	Yes/No
Classification	Open
Recommendations	<ol style="list-style-type: none"> 1. Members are invited to comment on the draft Vehicle Parking Supplementary Planning Document (SPD) at Appendix I; 2. Consider any comments received as a result of posting the draft on the Council's website; 3. Indicate any appropriate amendments to the draft prior to formal public consultation; 4. Determine whether or not a further draft should return to Local Plan Panel ahead of a formal public consultation exercise.

1 Purpose of Report and Executive Summary

- 1.1 The purpose of this report is to invite Members to consider and comment on an early draft of the Vehicle Parking Supplementary Planning Document (SPD) and agree the way forward for formal public consultation.
- 1.2 Once formally adopted the SPD will provide bespoke parking standards for Swale and as it is pursuant to Policy DM7 of the Adopted Local Plan , the document will carry considerable weight in the determination of planning applications.

2 Background

- 2.1 Supplementary Planning Documents (SPDs) are defined in the National Planning Policy Framework as :

“Documents which add further details to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan. “

2.2 In this case the Vehicle Parking Standards SPD is pursuant to Policy DM7 of the Bearing Fruits Local Plan (Adopted 2017). This policy states the following:-

“ Until such time as a local Swale Borough Supplementary Planning Document (SPD) can be adopted, the Council will continue to apply extant Kent County Council vehicle parking standards to new development proposals .When prepared ,the Swale Vehicle Parking SPD will provide guidelines for:

1. *Car parking standards for residential development ,which will:*
 - a. *Take into account the type, size and mix of dwellings and the need for visitor parking ,and*
 - b. *Provide design advice to ensure efficient and attractive layout of development whilst ensuring that appropriate provision for vehicle parking is integrated within it.*
2. *Vehicle parking for non – residential uses , which will take into account:*
 - a. *The accessibility of the development and availability of public transport;*
 - b. *The type, mix and use of the development proposed.*
 - c. *The need to maintain an adequate level of car parking within town centres to ensure that viability of the centres is not compromised and*
 - d. *That development proposals do not exacerbate on street car parking to an unacceptable degree.*
3. *Cycle parking facilities on new developments of an appropriate design and in a convenient, safe, secure and sheltered location.”*

2.3 The draft SPD has been prepared by Consultants and has been the subject of a Member workshop on 21 February 2019, and issues raised then have been incorporated into the draft. At the workshop members requested that the Borough’s Controlled Parking Zones be reflected within the document and that parking standards within different types of locations should reflect the parking pressures associated with them such as within town centre, edge of centre, suburban and rural areas.

2.4 The document at Appendix I has been published on the Council’s website on 24 June 2019 for informal comment. The document now needs to be revised for formal public consultation in line with the Statutory Regulations for production of SPD.

Main Issues Covered By the SPD

2.5 This draft document aligns with the current national approach to residential parking. The proposed standards require a minimum amount of car parking at origin, unless the development is deemed highly accessible by sustainable modes. For non- residential uses, recommended standards are provided and the actual parking provision should take account of the form and location of the development and the need to encourage the use of non-car travel.

- 2.6 The report looks at trends in car usage and ownership and the importance of considering the location of a new development in defining its parking provision. The report argues that residential parking is not just a “numbers game”. The parking provision should satisfy reasonable demand bearing in mind the location, be well designed with usable spaces and make the best use of the land available. It goes on to consider a range of parking options including: car barns, car ports, garages, parking courts, driveways, visitor parking, tandem parking, van parking, cycles, disabled parking and parking for electric vehicles.
- 2.7 For non residential parking standards the report notes that limiting the amount of parking provided at the end destination of a trip can discourage journeys by car. This is especially so where there are a range of alternative modes available in sustainable locations. Therefore the parking standards for different use classes considered here are maximum standards and lower provision is considered to encourage travel by other modes where appropriate.

Comments Received to Date

- 2.8 None received so far at publication deadline for this item – however a verbal update will be given at the meeting.

Summary of Key Issues - recommendations for inclusion in the Consultation draft SPD

- 2.9 In terms of the layout of the report it could do with explaining at the start exactly what an SPD is (not all readers will have a planning background) and perhaps at the end have a “Next Steps” section to explain the consultation phase and adoption process that the document will need to go through.
- 2.10 In terms of air quality (AQ) the SPD needs to strike a difficult balance between providing adequate parking and discouraging people from using cars with the consequent AQ impacts. Perhaps the report could consider a zoned approach – i.e. within 250m of a bus stop or 500m/1km of a train station there should be lower limits for parking provision (0/1/2 spaces) whilst further away / in rural areas etc parking will be more generous? Clearly from an AQ perspective one would like to see lower parking standards but is this realistic in Swale?
- 2.11 The report could also include how developments could minimise the impact of parking on the public realm – location, screening, reducing scale of car parking areas by adding trees /planting. The surface finish of car parks is not discussed – the quality of these surfaces is important and there are opportunities for encouragement of permeable surfaces. More consideration should also be given to integrating car parking with other forms of transport including cycle and pedestrian movement together with the lighting of such car parks – need to consider the issue of safety v excessive light.

Next Steps in the SPD Process

2.12 In accordance with Statutory Regulations, the SPD must be subject to formal public consultation for a minimum of four weeks from publication. The results of this consultation will then be reported back to a future Local Plan Panel together with recommendations for any appropriate changes to the SPD before Members adopt it. The anticipated timetable is the following:

- Formal consultation period starts 29 July for 8 weeks (due to holiday season) and therefore ends on 20 September 2019.
- Developers workshop - August
- Report back to Local Plan Panel on 28 November with consultation responses and suggested recommended amendments to SPD , in order that Local Plan Panel can then agree final version for adoption.

However, if Members wish to review the consultation draft before that consultation happens then the anticipated programme is:

- Developers workshop - August
- Report back to Local Plan Panel on 17 October with amended version and any further comments, for members to agree version final version for public consultation
- Formal consultation period starts w/c 21 October for 6 weeks and therefore ends on 30 November 2019.
- Report back to Local Plan Panel on 30 January 2020 with consultation responses and suggested recommended amendments to SPD , in order that Local Plan Panel can then agree final version for adoption .

3 Proposals

3.1 The recommendations are therefore:

- 1) Members are invited to comment on the draft Vehicle Parking Supplementary Planning Document at Appendix I;
- 2) Consider any comments received as a result of posting the draft on the Council's website;
- 3) Indicate any appropriate amendments to the draft prior to formal public consultation;
- 4) Determine whether or not a further draft should return to Local Plan Panel ahead of a formal public consultation exercise.

4 Alternative Options

- 4.1 Members could opt not to pursue this SPD and simply rely upon Policy DM7 and the existing KCC Parking Standards. However, these have proved unsatisfactory in some cases e.g.in terms of some appeal decisions that we have received and where planning committee members have raised frequent concerns about lack of car parking for infill residential schemes often in edge of centre locations. These issues and problems have led to Member requests to pursue such an SPD for the purposes of considering the determination of planning applications. Consequently the alternative of not having one is not recommended.

5 Consultation Undertaken or Proposed

- 5.1 Public consultation is a compulsory part of SPD production. In view of the timing of this SPD (over summer holidays), public consultation is proposed for an 8 week period (displayed on the Council's website) seeking the views of all town/parish councils, members of the public, Kent County Council Highways and Transportation Team and various other relevant parties, including developers.

6 Implications

Issue	Implications
Corporate Plan	In line with the current Corporate Plan the adoption of this SPD will help to deliver regeneration and to improve the quality of life for residents and businesses in the Borough.
Financial, Resource and Property	None identified at this stage
Legal, Statutory and Procurement	SPD is produced in line with Part 5 of the Town and Country Planning (Local Planning) (England) Regulations Statutory Instrument 767 (2012)
Crime and Disorder	None
Environment and Sustainability	None
Health and Wellbeing	None
Risk Management and Health and	None

Safety	
Equality and Diversity	None
Privacy and Data Protection	None

7 Appendices

7.1 The following documents are to be published with this report and form part of the report:

- Appendix I: Swale Borough Council Draft Parking Standards SPD – <https://www.swale.gov.uk/assets/Planning-Forms-and-Leaflets/Supplementary-Planning-Documents/SBC-Parking-Standards-20-06-2019-2-DRAFT.pdf>

8 Background Papers

Bearing Fruits 2031 : The Swale Borough Local Plan 2017 – see Policy DM7 (Page 229) -

<http://services.swale.gov.uk/media/files/localplan/adoptedlocalplanfinalwebversion.pdf>