

Council/Cabinet/SMT/Other Meeting	
Meeting Date	7 May 2020
Report Title	Draft Car Parking Standards Supplementary Planning Document
Cabinet Member	Cllr Mike Baldock, Cabinet Member for Planning
SMT Lead	James Freeman
Head of Service	James Freeman
Lead Officer	Andy Jeffers, Development Manager
Key Decision	No
Classification	Open
Recommendations	1. To note and agree the revised draft Vehicle Parking Supplementary Planning Document (SPD) prior to reporting to Cabinet for their consideration ;

1 Purpose of Report and Executive Summary

- 1.1 The purpose of this report is to invite Members to agree the revised draft version of the Vehicle Parking Supplementary Planning Document (SPD), which has been amended in the light of Members comments at the Local Plan Panel meeting on 5 September 2019 and following the undertaking of a formal 6 week public consultation process at the end of last year .This is with the aim of then reporting the document to Cabinet for their agreement so that the document can be formally adopted by the Council.
- 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 original June 2019 version of the document reported to the 25 July Local Plan Panel meeting was published on the Council’s website on 24 June 2019 for informal comment. .

At their meeting of 25 July the Local Plan Panel members resolved:

“(1) That the Consultants consider the comments raised at the meeting and present a revised document to a future meeting of the Local Plan Panel in September (date to be confirmed), prior to public consultation.”

Members asked for the draft to be updated to reflect their comments (as outlined in the above minute) and the comments made by parish councils. The Chairman confirmed that the draft SPD would come back to a future meeting of the Panel, before going out to public consultation. Key areas for review included mixed use (business and residential use); electric charging points and/or infrastructure, and consideration of phasing this in to reflect the increase in use of hybrid/electric vehicles in the future; and to review the proposed numbers of parking spaces required for residential development. The minutes from the July Panel meeting can be viewed at Appendix 1 of this report.

Subsequently the consultants amended the draft SPD to reflect the outcomes from the July meeting .This amended version of the document was the subject of a report to the Local Plan Panel meeting held on 5 September, where members resolved :

- “ (1) That the SPD document as attached to the report, subject to the inclusion of changes set out in the above minute, be agreed for consultation purposes.
(2) That the timetable for formal adoption of the SPD as set out in the report be agreed.”**

The minutes from the September Panel meeting can be viewed at Appendix 2 of this report.

- 2.5 The consultants responded to the Panel’s comments following the September meeting and produced a revised draft of the SPD document for formal public consultation. This document provided more information on EV charging and the required provision of passive charging points for residential and non residential uses being increased from 10% to 100%. The minimum number of parking spaces for residential development in suburban and rural areas for 3 and 4 bed dwellings was increased to reflect members concerns. A section on the public realm was also included encouraging developers to introduce more landscaping for areas of different types of parking within new developments. This section also suggested that the planting of trees should be designed in accordance with Manual for Streets guidance and that there should be a variety of surface materials for parking not just tarmacadam.
- 2.6 This amended SPD document was then the subject of a 6 week formal consultation process in accordance with the Statutory Regulations for the production of SPDs. The consultation period started on Thursday 7 November 2019 and closed at 5pm on Thursday 19 December 2019. Copies of the document were displayed on the Council’s website and paper copies were available to view at Council offices and in libraries throughout Swale. Notifications were sent out to all Swale Council members, Parish/town Councils and various interested parties such as Kent Highways and Transportation, Highways England, Historic England, Natural England, Environment Agency, Kent AONB Unit and Kent Police seeking their comments on the document. In addition several hundred residents of Swale, together with various groups and bodies who have previously been involved in the Local Plan process were also sent notification of the document.
- 2.7 During the consultation process, an agent’s workshop was held on 6 December 2019, where it was agreed that development layouts especially residential needed to accommodate the car within their designs. Decision makers needed to look at the context and also consider the attractiveness of using public transport was considered important. Other areas of discussion included how to manage unallocated parking spaces – good for flatted schemes with high density but not for suburban/larger dwellings. Also many considered that tandem parking can work if designed properly, examples mentioned where this worked included

Vellum Drive, Sittingbourne and Power Station Road Halfway. On plot parking was considered to work if it is located conveniently to the dwelling i.e. at the front and visible but needs good landscaping and similarly visitor parking works again if located conveniently and spread over a housing development.

Main issues covered by the SPD

- 2.8 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.
- 2.9 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 and powered two wheelers, car clubs, parking for the disabled and parking for electric vehicles.
- 2.10 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 in response to the public consultation

- 2.11 As a result of the formal consultation process that was undertaken from 7 November to 19 December 2019 comments were received from 14 different groups including Bapchild Parish Council, Bobbing Parish Council, Faversham Town Council, Highways England, Persimmon Homes and some very detailed comments from the Duchy of Cornwall .
- 2.12 Most of the comments received are very supportive of the approach that the document takes towards parking standards in Swale and some of the main issues raised are briefly summarised as follows:
- Supportive of more realistic approach to parking provision through consideration of local accessibility, public transport and mix of housing. (Bapchild PC)
 - Believe that 1 space per bedroom and for a flat 2 spaces per property should be the standard (Bobbing PC)
 - No mention of car space provision for users with young children (C Jacobs)

- Support the document and consider to regularly update as technological advances are made in vehicle design (Faversham TC)
- Support use of travel plans and parking management plans provided they are robust enough and monitored appropriately .Consider guidance possibly for provision of charging points for commercial and larger vehicles given the advance in battery technology in future years (Highways England)
- Size of parking bays too small (S.Palmer)
- Detailed comments received from Duchy of Cornwall concerning need for flexibility, for new developments when considering car ownership to take into account the type and tenure of accommodation that you are planning for, promote use of car barns, garages with charging for EV reference to Part M of Building Regulations, assessing parking provision for mixed use developments, parking bays and numbers and non residential standards. (Duchy of Cornwall)

2.13 Finally at Appendix 3 to the report the consultants have provided a table of their responses to the all issues raised by the various groups in response to the formal consultation. Where appropriate the consultant's responses include amendments to the draft SPD which have been included in the final draft at Appendix. 4.

Next steps in the SPD process

2.14 Whilst Statutory Regulations require the SPD to be subject to formal public consultation for a minimum of four weeks, the Council's Statement of Consultation Involvement (SCI) 2018, requires a minimum consultation period of 6 weeks for such a document. The results of this consultation are set out in this report and it is for members of the local plan panel to note and agree the document prior to reporting it to the Cabinet for their consideration and ultimately agreement to formal adoption of the document for planning purposes.

3 Proposals

3.1 The recommendations are therefore:

- 1) For Members to agree the Final draft version of the Vehicle Parking Supplementary Planning Document at Appendix 4 and recommend the report to cabinet for their consideration to formally adopt the document ;

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 It should be noted that the initial draft version of the SPD was published on the Council's webpages from 24 June 2019 for Members and Parish Council's to comment upon .Comments from Borden, Bobbing, Iwade and Tunstall Parish Councils have been received as a result .These comments have been circulated to Panel members and reported at a previous Panel meeting. The only other comments received have been from the Council's Parking Services Manager regarding controlled parking zones as Members had already formally agreed to exclude new/converted properties from the residents parking scheme.
- 5.2 Public consultation is a compulsory part of SPD production. In accordance with the Council's Statement of Community Involvement (SCI) the period for public consultation for such a SPD was undertaken for a minimum 6 weeks (displayed on the Council's website) at the end of last year, 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. The responses to this formal consultation have been discussed above.

6 Implications

Issue	Implications
Corporate Plan	In line with Priority 2: Investing in our environment and responding positively to global challenges
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 identified at this stage
Environment and Sustainability	None identified at this stage
Health and Wellbeing	None identified at this stage
Risk Management and Health and Safety	None identified at this stage
Equality and Diversity	None identified at this stage
Privacy and Data	None identified at this stage

7 Appendices

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

- Appendix 1 - Minutes for Local Plan Panel meeting 25 July 2019 – <http://10.201.65.162/documents/g2194/Printed%20minutes%2025th-Jul-2019%2019.00%20Local%20Plan%20Panel.pdf?T=1>
- Appendix 2 – Minutes for Local Plan Panel meeting 5 September 2019 - <http://10.201.65.162/documents/g2250/Printed%20minutes%2005th-Sep-2019%2019.00%20Local%20Plan%20Panel.pdf?T=1>
- Appendix 3 – Consultants response to Members comments raised at Local Plan Panel meeting 25 July 2019 – See attached
- Appendix 4: - Swale Borough Council Final Draft Parking Standards SPD Revised April 2020 - See attached

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>