

Report subject	Bournemouth Christchurch and Poole Parking Standards Supplementary Planning Document
Meeting date	16 December 2020
Status	Public Report
Executive summary	To adopt the Bournemouth Christchurch and Poole Parking Standards Supplementary Planning Document.
Recommendations	<p>It is RECOMMENDED that:</p> <ul style="list-style-type: none"> (a) Cabinet recommends that Council adopt the Bournemouth Christchurch and Poole Parking Standards Supplementary Planning Document (SPD); (b) The making of any minor changes to the SPD and publication arrangements are delegated to the Director of Growth and Infrastructure in consultation with the Portfolio Holder for Regeneration, Economy and Strategic Planning.
Reason for recommendations	To ensure the Council has a single, consolidated and consistent framework for parking standards for new development across the BCP area. Having an updated set of parking standards will ensure that the Council's approach to parking requirements assists with the delivery of viable development and aligns with BCP Council's Corporate Strategy priorities.

Portfolio Holder(s):	Philip Broadhead, Portfolio Holder for Regeneration, Economy and Strategic Planning Mike Greene, Portfolio Holder for Transport and Sustainability
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Wards	Council-wide
Classification	For decision

Background

1. On 9th September 2020, Cabinet approved for public consultation, the draft Parking Standards Supplementary Planning Document (SPD). The purpose of SPD is to provide comprehensive and detailed parking guidance and parking standards to guide applicants when designing new development. The SPD will be used by both applicants and decision makers when determining planning applications.
2. The SPD (at Appendix 1) if adopted would therefore replace the existing three legacy supplementary planning documents; Bournemouth Parking SPD (adopted 2014), Dorset County Council parking standards guidance for the Christchurch area, and the Poole Parking and Highway Layout in Development SPD (adopted 2011).
3. A four-week public consultation took place from 14th September to 12th October 2020. The consultation process was conducted in accordance with the legacy authorities' adopted Statements of Community Involvement, under the provisions of the Planning and Compulsory Purchase Act 2004, and the revised procedures required by the Town and Country Planning (Local Planning) (England) Regulations 2012.
4. The draft SPD and relevant supporting papers were published on the council's website as well as promoted through corporate social media channels. Emails were sent to statutory consultees, other specific organisations, and everyone who had registered an interest in being contacted about planning policy documents and supplementary planning document consultations. This provided further information about the draft SPD and where more information could be found.
5. In line with governance guidance in response to Covid-19 hard copies of the draft SPD and supporting documents were not placed in libraries and in council offices for the public to view. However, a supplementary notice was used in public libraries to direct people to the Council's website for further information about the consultation.

6. If the SPD is adopted, an Adoption Statement must be prepared. This Adoption Statement and the accompanying SPD will be made available on the Council's website and a copy sent to any person who has asked to be notified of the adoption of the SPD.

Consultation on the draft SPD

7. Following approval to consult by Cabinet on 9 September 2020, the public consultation on the draft SPD took place from 14 September to 12 October 2020. 3,214 individual consultation emails or letters were sent out to those on the planning policy database. Posters were sent to all 24 libraries within the BCP council area. The document and survey were published on the consultation tracker on the main BCP council website and each of the platforms (Bournemouth, Christchurch and Poole) to inform the public of the consultation. The consultation was promoted via the main BCP council social media channels on Facebook, Twitter and Linked In, to potentially reach a larger audience. The consultation was featured and promoted in monthly Roads and Travel e-newsletter.

Interest in the consultation

8. A total of 298 individuals or organisations responded to the consultation. This raised approx. 1129 points with common themes. These are summarised below:
 - concern that proposed parking standards are inadequate (161 comments);
 - the housing numbers will cause parking pressures (104 comments);
 - proposed parking standards would put pressure on surrounding streets (70 comments);
 - there is too much reliance on public transport (63 comments);
 - there is not enough choice to travel other than by car (49 comments);
 - traffic congestion is an issue across BCP (39 comments);
 - issues over cycling provision (39 comments); and
 - suggestions for wording changes to the SPD.
9. The consultation report (Appendix 2) sets out a summary of the main issues, which have been grouped into topics. In summary, the majority of representations (80%) were received from residents who objected to car free development amongst other common issues detailed above. Where alternative parking provision was suggested, there was a wide variation from 2 spaces per dwelling to 1 space per room, regardless of dwelling size, location, viability government policy or access to alternatives to the private car. In contrast the development industry generally welcomed the SPD and was much more supportive of the approach taken by the council to promote modal shift to more sustainable forms of transport, recognised its implications on the highway network, and in addressing climate change. Appendix 2 (page 1-13) sets out a summary of each main issue together with officer comments. The consultation feedback has informed several changes to the SPD, albeit minor in nature, but which respond and address to relevant issues that were raised, as follows:

- Strengthening the cycle parking requirements applicable to different types of development;
- Providing further clarity on where variations from the standards may be considered;
- Clarification on the electric vehicle charging requirements applicable to different types of development;
- Closer harmonisation of the parking requirements for similar use classes;
- Improvements to the zonal mapping in line with suggested alterations;
- Inclusion of additional guidance for underground and multi-storey developments
- Clarity on opportunities to deliver car clubs
- Rearrangement of sections that make the document easier to navigate, including grammatical and other identified corrections;

Options Appraisal

10. The SPD provides an opportunity to consolidate into one policy document the SPDs of the three legacy authorities. The SPD would therefore replace the legacy SPDs to reflect current evidence and new national policy. The SPD would help deliver on BCP Council's corporate strategy commitments to encourage modal shift to walking, cycling and use of public transport. These commitments will significantly contribute to addressing the impacts of climate change resulting in social, economic and environmental benefits for residents and visitors.
11. It is essential that the planning system actively manages patterns of growth, to reduce congestion and air pollution, carbon emissions, and improve air quality and public health. There are no reasonable alternative options to consider in this case.

Summary of financial implications

12. The Parking Standards SPD has been produced and funded from existing resources.

Summary of legal implications

13. A Supplementary Planning Document is not part of the statutory development plan but instead builds upon and provides guidance on the policies within an adopted local plan. As such an SPD constitutes a material consideration when determining planning applications for new development.
14. To be valid an SPD must be made in accordance with the procedures set out in The Town and Country Planning (Local Planning) (England) Regulations (2012) (the LPR 2012) which includes the need to undertake a consultation in accordance with the Council's Statement of Community Involvement.
15. An SPD must not conflict with the adopted local plan and steps have been taken to review the draft to ensure that the requirements of Regulation 8(3) of the LPR 2012 have been met in this regard. This consideration has been undertaken in relation to the review of the consultation responses.

Summary of human resources implications

16. The adoption of the Parking Standards SPD would reduce the existing workload for development management officers in both the Planning and Transport services as they would no longer need to refer to three different sets of parking requirements when assessing planning applications.

Summary of sustainability impact

17. The principle of reducing parking standards to reduce car usage and encourage modal shift to other forms of travel, would have a direct positive impact on carbon and other emissions to air, land and water. A Habitats Regulations Assessment (HRA) and a Strategic Environmental Assessment (SEA) are not required for SPD production as the existing Local Plans have been subject to high level HRA and SEA. Therefore, the SPD Screening Statement reflects this.
18. A Decision Impact Assessment (no. 174) has been prepared in line with BCP Council's Financial and Procurement Regulations. Amber RAG ratings were identified for Climate Change & Energy, Communities & Culture and Economy, green RAG ratings for the remaining themes apart from Learning & Skills and Sustainable Procurement which were considered not relevant to the Parking Standards SPD.

Summary of public health implications

19. The principle of reducing parking standards to reduce car usage and encourage modal shift (including walking) will have a significant positive impact on air quality and health and wellbeing.

Summary of equality implications

20. All developers would have to comply with the new parking standards in the design of new schemes of development. An Equality Impact Assessment (EqIA) screening has been carried out to ensure that there are no identified impacts on protected characteristic groups in terms of ethnicity, religious belief or faith, gender, transgender, sexual orientation or social inequality.
21. The opportunity to enhance equity for all users has been taken to ensure the SPD reduces barriers to mobility. Enhancements to the cycle provision would benefit non-able users who rely on cycles for independent personal mobility. Enhancements to car parking standards for disabled drivers and passengers have been made to reduce barriers and support their everyday needs.

Summary of risk assessment

22. The SPD has been developed to reflect the priorities and objectives of the adopted Corporate Strategy, and in accordance with national and local planning policy. Should the SPD not be adopted or is delayed, then a key risk of not having a harmonised set of parking standards remains and which would not align with the direction of travel in the corporate strategy.

Background papers

Published works

Appendices

- Appendix 1: Parking Standards SPD for Adoption
- Appendix 2: Parking Standards SPD Consultation Report
- Appendix 3: Strategic Environmental Assessment Screening Statement
- Appendix 4: Equalities Impact Assessment Screening
- Appendix 5: Decision Impact Assessment