

# Report to Overview and Scrutiny Committee



11 January 2021

By the Off Street Parking Task and Finish Group

Not Exempt

## Final Report of the Off Street Parking Task and Finish Group No 2

### Summary

Council at its Meeting on 09 December 2020 agreed that the Off Street Parking Task and Finish Report from Overview & Scrutiny should go back to the committee for further discussion and thereafter be tabled at Council. (This Report to be read in conjunction with the First Report).

The Group believes that for the past two decades we have provided **inadequate** off street parking in Horsham District with the result that we have been turning our estates and surroundings into giant car parks and impacting negatively on the citizens quality of life.

We, therefore, herewith provide a reviewed Recommendation Report for O&S's consideration and decision.

#### 1. General

1.1 WSCC's Parking Matrix (PM) has at its core the mantra to "**promote lower levels of car ownership and use**" (WSCC: Guidance on Parking at new Developments, Page 4, Principle C: Sustainable Transport).

1.2 Thus, while the Highway's PM is evidence based, it, is a "finite algorithm", that understandably cannot take every factor into consideration, which the **Ward Member** on the ground can do. Former HDC Officer Peter Home said in his 2008 MA Dissertation for a BA in Planning:  
Page 28 - "the Commission for the Built Environment reported a high level of dissatisfaction with parking provision in new residential developments" and "attempts to restrict parking spaces as a means of curbing car ownership were felt to be unrealistic and have little or no impact on the number of cars a household would require".

Page 70 – “It was found that there is **insufficient evidence** to claim that parking standards, in their own right, will be able to effect demand management and reduce car use or ownership. Such a claim was found to rely on behavioural assumptions that are hard to substantiate in the real world”.

These views are extensive throughout the country.

1.3 Fortunately, the Department of the Environment realized this a few years ago and changed their parking standards advice. In their National Planning Policy Framework of February 2019, the Ministry of Housing, Communities and Local Government say in Para 106 on Page 31: “Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network”.

1.4 In its response to this, the “Campaign for Better Transport” in its publication “Sustainable Transport and the NPPF – A Guide for Local Councils” Para 39 says: with reference to the previous view that “Planning development that needs less parking is another example of smart growth ....that (the new) paragraph allows local authorities to depart from that principle and set their own parking standards”.

1.5 Essex County Council in its Parking Standards say: “.....the fact that limiting parking availability at trips origins (residential parking) does not necessarily discourage car ownership and can push vehicle parking onto the adjacent public highway, diminishing the streetscape and potentially obstructing emergency transport vehicles”.

1.6 Thus, we can create our own Parking Standards.

1.7 It is noted that in the February 2020 HDC Horsham District Local Plan 2019-36 on page 163, it states: “The number of parking spaces provided should take into account any available guidance, such as the West Sussex County Guidance on Parking at New Developments, **and any future District parking standards guidance adopted by the Council**”.

## **2. Residential Buildings**

2.1 New houses form the largest part of planning applications submitted and thus the largest number of dissatisfaction over the amount of off-street parking allowed.

2.2 Thus we need a **minimum** of two parking spaces per residence regardless of which part of the District the development is in.

## **3. Retirement Homes & Care Homes**

3.1 Developers of these types of properties always attempt to get away with the lowest number of car parking spaces possible.

3.2 Yet many senior citizens continue to drive well into their nineties. Driving licence holders by age in the UK in 2017 were:

55-64 years old – 7.0 million

65-74 years old – 5.5 million

75 years or older – 2.6 million

3.3 Thus adequate provision must be made for sufficient car parking for them, staff, visitors and service personnel.

3.4 This needs to be reviewed.

#### **4. Business & Industrial Buildings**

4.1 Currently car parking spaces are calculated by using the floorspace of the unit. No consideration is made of the number of **workers** that will be in the unit.

4.2 Our new parking standards must also take into calculation the number of staff that will work in the new premises plus visitors and delivery vehicles.

#### **5. Restaurants & Take Away Outlets**

5.1 It is believed that car parking for these outlets needs to be re-assessed.

5.2 A failure to ensure that there is appropriate parking arrangements for customers and staff can sometimes result in anti-social behaviour. If there is no **public parking** near these outlets, it often happens that patrons of the premises park on narrow roads, on pavements, etc. causing noise, litter and disturbances for nearby residents.

### **10. Recommendations**

It is recommended that:

10.1 Strategic Planning to develop a HDC Parking Standards SPD in consultation with the O&S Off Street Parking Task & Finish Group

10.2 A **consultant** should be engaged for, say, three months to assist Strategic Planning in 10.1 above to develop the parking standards for Horsham District Council similar to the one which had been developed by Arun District Council but fine-tuned to meet Horsham's particular requirements

10.3 A **Budget** be Approved for the employment of a consultant

10.4 That the HDC Parking Protocol for **new residential builds** throughout HDC be:

1 bed	2 parking spaces
2 bed	2 parking spaces
3 bed	3 parking spaces
4 bed	3 parking spaces
5 bed	4 parking spaces

10.5 A new parking protocol be developed for business sites, retirement homes, care homes and restaurants & takeaways:

10.5.1 Business Sites – floorspace plus number of staff & visitor/delivery provision

10.5.2 Retirement Homes – one parking space per unit plus space for staff, visitors & deliveries

10.5.3 Care Homes – one space per member of staff plus space for visitors & deliveries

10.5.4 Restaurants & Takeaways – planning permission only granted if adequate public parking available in the vicinity

10.6 Ducting for electrical car charging be placed in **all** off street parking spaces of new builds

10.7 Review the dimensions of garages and car ports. Are WSCC's appropriate?

10.8 In all new builds put in a Condition prohibiting the conversion of garages or carports into rooms unless suitable garages or car ports are built in replacement on the same site

10.9 Two cycle racks to be provided for each new unit

10.10 Developers must be made aware that they are responsible for providing appropriate off street car parking and not relying on street parking for their new builds

**Cllr Brian Donnelly - Chairman**

**Cllr Lynn Lambert - Deputy Cabinet Member Strategic Planning**

**Cllr Richard Landeryou**

**Cllr Tim Lloyd – Vice Chairman of Planning Committee (South)**

Two Members sit on Planning Committee (N) three sit on Planning Committee (S)