

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Environment and Transport
Date:	2 April 2013
Title:	On-Site School Parking Guidelines
Reference:	4791
Report From:	Director of Economy, Transport and Environment

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1. The decision:

- 1.1. That the On-Site School Parking Guidelines document (April 2013) be approved and adopted as County Council policy by way of Executive approval from the Portfolio Holders for Environment and Transport and for Children's Services.
- 1.2. That the On-Site School Parking Guidelines document (April 2013) be commended to the District, City and Borough Councils in Hampshire in their role as Local Planning Authorities, in order to provide advice for parking provision connected with school applications that they determine.
- 1.3. That the '*Hampshire Parking: Strategy and Standards*' document (2002) be revoked in full as of 1 April 2014, so removing the existing non-residential parking standards in Hampshire.

2. Reasons for the decision:

- 2.1 The County Council's current parking standards for schools is contained within the '*Hampshire Parking: Strategy and Standards*' document (2002). In the time since the production of '*Hampshire Parking: Strategy and Standards*' in 2002 the way in which schools operate has changed significantly with the nature and number of staff present on school sites increasing substantially. The existing guidance on car parking provision for school sites has proved insufficient to accommodate current parking demand on school sites, and is a regular source of concern when applications for new schools, or extensions to existing schools, are considered by the Regulatory Committee. As such, there is a need to re-consider the guidance provided to determine the level of parking to be provided on school sites.

- 2.2 The County Council is the Local Planning Authority with regard to applications for education establishments made under Regulation 3. However, this does not cover all school planning applications that may be submitted, with private schools, further education establishments, and more recently Academy schools, falling to the district, borough and city councils to determine in their role as Local Planning Authority. In order to share information gathered in the production of the On –Site School Parking Guidelines document (April 2013), and to provide guidance on the level of parking to be provided alongside these applications, the document will be shared with the districts, and they will be encouraged to adopt the document as local planning guidance.
- 2.3 The '*Hampshire Parking: Strategy and Standards*' document (2002) provides guidance on the level of car parking for all land uses, and was produced following the introduction of Planning Policy Guidance 13 (Transport) and the Government's former transport policies in the early 2000's. In January 2008, following the introduction of '*Planning Policy Statement 3*' (PPS3) which required local planning authorities to develop their own local advice on residential parking provision, the County Council withdrew the residential car parking standards set out in the document. However, the remaining standards set out in the document currently remain extant. With the introduction of new advice for school applications, the previous withdrawal of residential parking standards, and the local advice which is now in place for a number of Hampshire's districts in relation to non-residential standards, it is considered that the remaining advice contained in '*Hampshire Parking: Strategy and Standards*' document (2002) is outdated and should be revoked. In order to retain guidance whilst those authorities that do not currently have non-residential parking guidance in place produce and adopt local standards, it is proposed to retain the standards for non-residential parking until April 2014.

3. Other options considered and rejected:

- 3.1. ***Do nothing*** – This option was considered but rejected. It is clear from recent work that the existing car parking standard for schools is outdated, and has on a number of occasions led to parking issues on school sites. The standard is unpopular and leads to regular criticism. It is considered that an up-to-date evidence-based approach to school parking provision will significantly help the County Council and other parties in planning for the delivery of new education spaces.
- 3.2. ***Retain the existing non-residential parking standards*** – This option was considered but rejected. The residential standards set out in '*Hampshire Parking: Strategy and Standards*' (2002) have already been removed, and with the introduction of a new school parking standard, the value of the extant guidance document is diminished, only offering advice on non-residential parking provision. Following previous government advice, a number of local planning authorities have developed and adopted local standards for all types of car parking, including non-residential standards. It is considered that the level of car parking to be provided to serve non-residential developments should be locally determined.

4. Conflicts of interest:

4.1. Conflicts of interest declared by the decision-maker: none

4.2. Conflicts of interest declared by other Executive Members consulted: none

5. Dispensation granted by the Conduct Advisory Panel: none.

6. Reason(s) for the matter being dealt with if urgent: not applicable.

7. Statement from the Decision Maker:

Approved by: ----- Executive Member for Environment and Transport Councillor M J Kendal	Date: 2 April 2013
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