

From: [Planning Section](#)
To: [Forward Planning Team](#)
Subject: FW: Comment on Draft Plan Strategy
Date: 11 September 2019 14:33:57

Planning Section | | Ext:

From: Peter & Katherine <[REDACTED]>
Sent: 11 September 2019 14:28
To: Planning Section <planning@antrimandnewtownabbey.gov.uk>
Subject: Comment on Draft Plan Strategy

Wed 11th September 2019

Dear Sir/Madam

I wish to briefly comment on the Transportation & Infrastructure section of the Draft Plan Strategy (DPS), specifically in relation the approach to parking.

In relation to Strategic Policies 3.10 and 3.11, they do not seem to address aspects of parking management and how parking can influence modal share.

Page 108 of the Strategic Planning Policy Statement 2015 details how Councils should prepare parking strategies to inform the LDP. Whilst the DPS does address some of the aspects that would be considered with a parking strategy, it does not appear to address the following:

"[Car Parking]: LDPs should recognise the role of car parking in influencing modal choice between private car and public transport. LDPs should consider a range of initiatives such as designating areas of parking restraint, reducing the supply of long term parking spaces, pricing policy, land use measures and innovative work practices."

I would therefore be concerned that the DPS document is unsound by not accounting for this particular policy guidance from the Department (i.e. Consistency test C3).

There also does not seem to be specific reference to a council parking strategy, although I acknowledge that this may be covered within the Local Transport Strategy (paragraph 6.15-16) – although the LTS itself is not available for examination.

The Council is now responsible for a number of off-street car parks, and whilst DfI is responsible for other aspects such as on-street parking and Park & Ride, the Council should be cognisant of the need to use their responsibility for off-street car parks to influence modal choice.

Good parking management is required in all town centres and acts a significant influencer of modal choice by encouraging people to consider walking and cycling (ref. Policy DM 12) and public transport rather than driving. This means discouraging long term parking as stated in the SPSS guidance through restricting parking in terms of specific policies on price and duration.

I trust that the Council specifically addresses this aspect in subsequent LPD processes and documents.

Kind regards

Peter Morrow

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