



Consultation Statement

Draft Parking Standards Supplementary Planning Document

Public Consultation on the Draft 'Parking Standards' Supplementary Planning Document

The Draft 'Parking Standards' Supplementary Planning Document (SPD) was subject to a consultation period that ran from 26 November 2021 to 14 January 2022.

Together with publishing the document on the Council's website and issuing of a news release, all contacts on the Local Plan Database were notified of the consultation inviting them to comment. This includes all the bodies and groups set out in Appendix 1 of the Council's Statement of Community Involvement (October 2020).

The responses to that consultation and how they were taken in to account are provided in full on the Council's website at <https://newforest.gov.uk/article/2859/Parking-Standards>

In total there were 25 respondents to the consultation:

- Local residents and interest groups (8)
- Town and Parish Councils (5)
- Other organisations, including the Highways England, Natural England, New Forest National Park Authority and Hampshire County Council Public Health (8)
- Developers and Landowners (4)

The consultation asked series of questions about the scope and contents of the draft SPD as well as allowing people to make comments more generally on a specific section, paragraph or table.

The comments received ranged from general views on the overall content and principles of the document, to both positive and negative views on more specific elements of detail on certain aspects. Comments made included ensuring wording did not introduce new policy requirements over and above the adopted Local Plan, those wanting to see greater provisions for safe and secure cycle parking; to others suggesting there was not any part of the New Forest that has a level of public transport provision sufficient to deter car ownership.

There was broad support of the promotion of sustainable transport through the provision of minimum requirements for cycle parking, but also acknowledging that there are areas of the District more reliant on the car as a means of transport.

Some of comments received were outside of the scope of the document and related to the provision of further cycleways and other existing infrastructure. In respect these, the Council is engaged with work developing options for improved infrastructure with HCC, through the emerging 'Local Cycling and Walking Infrastructure Plan' (LCWIP).

The following is a summary of the questions asked during the consultation:

1. Scope of the draft SPD

Do you agree with the proposed scope of the Draft Parking Standards SPD, to include standards for both residential and a range of non-residential development types?

● Yes	12
● No	2



2. Delivering sustainable development

With the draft SPD's aim of supporting the delivery of sustainable development and reflecting climate change as a key driver for change, does the document provide the right balance between ensuring sufficient parking where there are no alternatives, but in sustainable locations encouraging alternative transport approaches and reducing car ownership?

● Yes	7
● No	4



3. Residential developments in town centre locations

Are the main town centres the only locations for accepting the principle of lower levels of car parking provision for residential development (noted that they will still be subject to agreement on a case by case basis), or should other areas in the District also be considered?

● Yes

4

● No

3



4. Parking space sizes

Does the draft SPD's revised car parking space size for private development represent an appropriate balance between the increase in car sizes, whilst ensuring space provided in a development for parking is used efficiently?

● Yes

7

● No

3



5. Electric vehicle parking

The technology used by EV vehicles and charging techniques is fast advancing. Does the draft SPD provide a sufficient level of detail and recommended requirements to meet the needs of the increasing use of electric vehicles?

● Yes

5

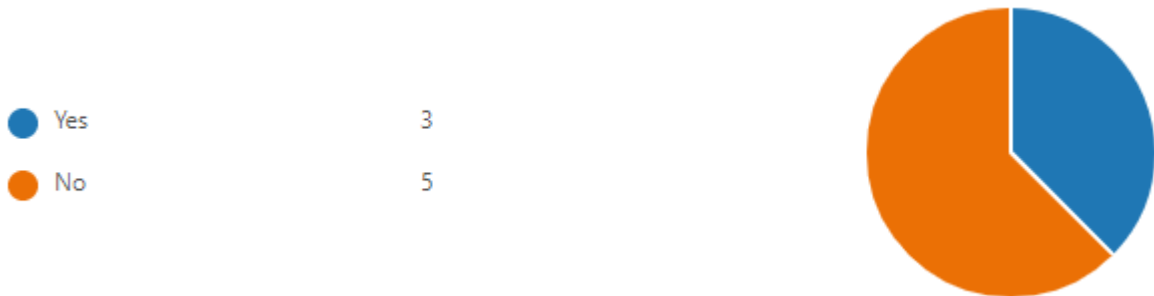
● No

6



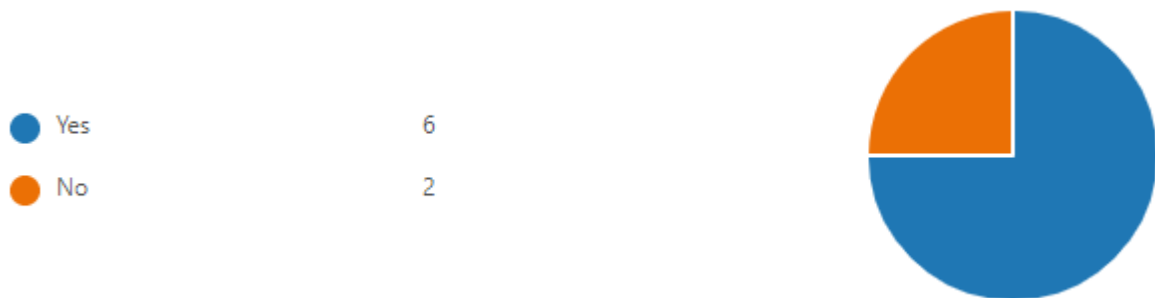
6. Car clubs

Car clubs are increasingly playing a role in reducing dependence on car ownership, normally within town centres or where they meet travel plan objectives and where there is the potential for higher demand. Does the draft SPD provide sufficient recommendations for their use on relevant developments?



7. Mobility scooter and micro-scooter parking

Do you agree with the inclusion of the new sections in the draft SPD requiring the consideration of parking in relevant developments for mobility scooters and micro-scooters?



A summary of the main issues raised in those representations and how those issues will be addressed in the final SPD proposed for adoption are set out below:

Summary of issue raised	How the issue was taken into account
SPD should be clear the basis on where the 'recommended' parking 'standards' and 'requirements' are applied. Where an SPD is prepared, it should only be used to provide more detailed advice and guidance on the policies in the DPD and not as an opportunity to introduce requirements of a policy.	Clarification provided with the wording of the document's status as guidance in support of adopted Local Plan Policies relating to car parking and its design.
SPD confusing to follow the principle numbers and paragraph numbering.	Principle numbers given a prefix to minimise the confusion.

Summary of issue raised	How the issue was taken into account
Clarification needed for how the SPD ties in with Neighbourhood Plans.	Whilst the document makes reference to this, it has been made clear that Neighbourhood Plans are also a material consideration for planning applications.
<p>Consider bespoke geographical variations across whole district for both non-residential and residential uses.</p> <p>Town centres are not the only locations where the principle of lower car parking provision should be considered.</p>	Whilst specific reference to reduced provision in town centres is given for residential, the wording of the SPD clarified to explain departures as per section 15 elsewhere are acceptable subject to being well evidenced.
Some comments consider that there is not any part of the New Forest that has a level of public transport provision sufficient to deter car ownership.	The Council need to reflect national policy through the NPPF that strongly promotes sustainable transport that will also in turn contribute to wider sustainability and health objectives through reducing the need to travel and ensuring active travel choices are pursued.
Limiting reduced car parking to only town centre locations is sensible but should be made clear throughout document that this only applies to car parking, not cycle parking.	Clarify wording so that reduced parking requirements for town centre locations refer to vehicles only, and that minimum cycle parking requirements remain in order to promote sustainable transport options.
References made in the SPD to the previous Use Class Order	Update made to refer to the revised Use Class Order.
More consideration needed for the circulation and manoeuvring into a parking space.	Greater reference to this provided in section 6.
Proposals to increase the minimum dimensions of new car parking spaces will have an impact on both on plot and communal parking space requirements in new development, which will ultimately be reflected in the amount of hard landscaping.	There is the need for an appropriate balance between accommodating vehicle size, ensuring it is fit for purpose and the amount of hard landscaping – the SPD requires the consideration of sustainable drainage, and that landscaping is considered holistically across a development.
EV charging remains an emerging technology and do not think it useful to define minimum sizes for spaces with an EV Charger as these will be subject to detailed design and technological factors which will evolve over time – this matter should be led by Building Regulations.	SPD updated to reflect recent changes to Building Regulations and the introduction of ‘Part S’, that now requires new development to provide electric vehicle chargers and associated infrastructure.

Summary of issue raised	How the issue was taken into account
All communal parking spaces as well as individual garages should have EV charging points.	As above.
If any additional or different EV Charging requirements are to be sought in NFDC, then this will need to be reflected in the viability of development.	This issue reflected with revised wording.
Attention should be paid to avoiding the need for charging cables running across area of pedestrian movement in public areas.	Issues of safe use is now highlighted as an issue to consider.
The document should require the consideration of the environmental and physical impact of parking provision within areas of townscape and landscape sensitivity and take into account the urbanising effects of both verge and pavement parking and parking enforcement control measures such as yellow lines	Further clarity of the wording has been provided – in particular around design, quality of the environment and the size / access of car parking spaces.
The NPPF includes a number of design principles which could be considered.	More specific reference provided to where elsewhere this is considered.
Consideration on the location of cycle parking should be included so it doesn't end up in the wrong location on a development and the SPD should set out as a requirement that long-stay residential provision must be within a secure, covered space such as a garage or shed.	Wording amended throughout the SPD to ensure consistent reference throughout the document to cycle parking provisions to be located appropriately, and be safe, secure and accessible depending on its residential or non-residential setting.
Reference to cycle parking should also be included for Private hospitals, community and general hospitals more than 2,500sqm	Reference now made for consistency with similar uses.
In respect of proposals for Car Clubs, the journey from intensive housing district to intensive employment site does not fit NFDC's situation	The section has been amended to reflect the more limited potential for Car Clubs in the District.
The provision for micro-scooter parking is not considered to be appropriate while their use (other than facilitated by public sector agencies) remains illegal.	Clarification provided that reference to micro-scooter are non-powered types.
Disabled parking bays - how will the use and therefore ratio, of disabled parking	Wording of this section amended to take these concerns in to account.

Summary of issue raised	How the issue was taken into account
bays be monitored and unclear how the 're- designation of existing parking spaces' would take place	
Departures from the Parking Standards – wording could be exploited to offer less provision that is practically required and further clarity of the definition of 'significant margin'.	Wording amended in the section to provide more clarity on tis advice.
Transport Assessments or Statements / Travel Plan sections seem to extend beyond Parking Standards and should be detailed in a separate SPD.	Upon reflection, consider logical to rely on existing national and county requirements for Transport Assessments / Travel Plans and remove guidance on this from the SPD.

Preparation of the Draft SPD

In preparing the draft Supplementary Planning Document for consultation in 2021/22, the guidance set out in the draft SPD has been updated from the previous 2012 Parking Standards SPD, to take account of the step changes in national and local policy, ensuring they achieve sustainable development in the context of climate change and other drivers. This Supplementary Planning Document (SPD) once adopted will replace the existing 2012 SPD "Parking Standards".

In preparing the Draft SPD for consultation in 2021, a Councillor Task & Finish Group was set up to consider a series of questions and steer the production of the SPD. The issues covered included:

- a) Should the SPD relate to residential parking only or residential and other uses?
- b) To what extent should we allow flexibility for parking provision (requirements) in town centre sites?
- c) Are different standards appropriate in different locations, and what should the relevant criteria for assessment be?
- d) Whether and how to assess / take into account the availability of on-street parking?
- e) What guidance should the SPD set out on the provision of electric vehicle charging points?

These were taken into account in the Draft SPD primarily by continuing to provide guidance for uses listed in 2012 document, proposing flexibility for parking provision in town centre sites, ensuring on-street parking issues are taken in to account and providing clearer requirements for electric vehicle parking.

Parking standards set out by similar local authorities were also appraised as part of the update.

Sustainability Appraisal of the Draft SPD

Section 180 (5) (d) Planning Act (2008) removed the compulsory requirement for a Sustainability Appraisal for an SPD. A full Sustainability Appraisal has been undertaken on the Local Plan, therefore this document has not been subject to assessment under The Environmental Assessment of Plans and Programmes Regulations 2004 (as amended).

March 2022