



**Parking Standards
Supplementary Planning Document**

Consultation Draft, December 2021
Summary of responses with Officer Comment

February 2022

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD1	Peter Melville	1: Introduction	1. 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		
PS-SPD1	Peter Melville	1: Introduction	2. 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 ensurin...	Yes		
PS-SPD2	Barry Vaughan	1: Introduction	1. 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	I am interested to ensure that the proposed development in Derritt Lane Bransgore will meet or exceed the requirements of this Consultation bearing in mind the Red status for Parking and the need for car ownership in this area due to lack of public transport. The provision for electric vehicle charging points along with solar panels to make this environmentally sustainable was raised in the objections to Planning to NFDC and the Builder.	Noted. The Council are progressing work on supplementary planning guidance for Climate Change and will consider the issue of the provision of onsite renewable energy generation for new development.

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PS-SPD2	Barry Vaughan	1: Introduction	2. 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 ensurin...	Yes	The Local plan does need to now include cycle way plans for the future - the use of busy roads around Bransgore is detrimental to encouraging the use of bicycles. In particular if the old rail way line to Ringwood were available in whole or part as a cycle track this would bring considerable encouragement to use bikes.	Noted. Future cycleway proposals will be considered further through the emerging 'Local Cycling and Walking Infrastructure Plan' (LCWIP) work and Local Plan Part 2 review.
PS-SPD3	Philip C Thomas	1: Introduction	1. 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	The increased provision of secure cycle parking for all types of cycle (solo, tandems, cargo bikes, adapted bikes, etc) and the reduction in the availability of parking for motor vehicles will reduce the need to use the car and to reduce the production of CO2 and other air pollutants. This action will improve the environment in urban areas and will provide safer roads for those in the community who wish to partake of Active Travel.	Noted.
PS-SPD3	Philip C Thomas	1: Introduction	2. 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 ensurin...	Yes	There will be some areas in the District, mainly areas of low housing density such as the more rural villages, where motor vehicle travel will have to be paramount and sufficient parking will need to be provided if no other form of transport can be provided, but inn the urban areas to encouragement of alternative transport strategies proposed must be followed. The provision of public transport in the rural areas will not be financially viable if substitutes to support this transport are not provided.	Noted.

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PS-SPD4	Sarah Willis-Owen	1: Introduction	1. 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?	No	This is dreadful- did you all cycle into work today? The new forest is a rural area with minimum of 13 miles to nearest larger centre of commerce. People will not want to do car share since covid. In the winter people won't cycle and many older people can't cycle due to frailty or physical inability. There are no safe cycle lanes and barely any bus stops and very few buses. There is not enough parking in ringwood as it is. I would be unable to walk a muddy dog in a car share and I would struggle to do a family shop. Also I commute to Bournemouth Poole southampton and Fordingbridge and do early and late night shifts so bus is not easy or reliable. I don't think your plans will be acceptable to others in rural areas - this is not london!!	Observations are noted.
PS-SPD4	Sarah Willis-Owen	1: Introduction	2. 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 ensurin...	No	See previous ideas	
PS-SPD5	Paul Fox	1: Introduction	1. 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	A common view is that electric vehicle sales are currently driven by the majority being home charged and with limited distance per journey. However for the broad switch from ICE vehicles to 100% EV three conditions will be required: lower prices; greater range and easily accessible fast chargers. In so far as the plan begins to address this third point, I am encouraged. As a cyclist as well as a driver I want to see much more provision for safe parking of locked bikes in urban centres. Living in Lymington, however, the lip-service given to cycle lanes is not only laughable but dangerous with gutter bike lanes in uneven sections with sink holes where grates are and the lanes disappearing and reappearing illogically. Dedicated bike lanes of even surfaces are essential and don't appear to get a mention. Hardly surprising when you read the vitriol poured onto all cyclists in local newspaper correspondence. As for car parking, I think Lymington High Street should be left well alone. No to parking meters! Already useful curbside parking has been removed by road narrowings, loading only sections, the bus only sections forced by the ridiculous removal of the town's bus depot, and so on. What is left is generally sensibly used with sufficient time to park, do a normal 30 minutes of shopping and return within the hour.	Comments noted. The Council is engaged with work developing options for improved cycle infrastructure with HCC. The Council is also preparing Local Cycling and Walking Infrastructure Plans (LCWIPs) for the Waterside and wider New Forest areas, which will set out opportunities for future funding. The scope of this SPD is for the provision parking related to new development.

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PS-SPD5	Paul Fox	1: Introduction	2. 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 ensurin...	No	I found the document required a good knowledge of local authority speak rather than plain English summary of the key points affecting most people. Most people will find the document opaque and unhelpful.	Noted.
PS-SPD6	David Illsley (New Forest National Park Authority)	1: Introduction	1. 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	<p>Helpful to clarify that these proposed standards apply to New Forest District Council outside the National Park. This is clarified in paragraph 1.5 and Figure 1 and is supported. The National Park Authority's separate parking standards are set out in Annex 2 of the adopted New Forest National Park Local Plan (2019).</p> <p>Welcome coverage of cycle parking standards within the draft SPD. In addition, the SPD covers Electric Vehicle charging provision, which is again welcomed.</p>	Support is noted.
PS-SPD6	David Illsley (New Forest National Park Authority)	1: Introduction	2. 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 ensurin...	Yes	<p>The summary of national planning policy set out in paragraphs 2.1 – 2.7 is fair & highlights the key elements of the National Planning Policy Framework (2021).</p> <p>Paragraph 3.2 outlines the rail network in the district. It is acknowledged that the geography of the District Council's planning area means this will only be a partial picture, but consideration could be given to including reference to the train stations in the New Forest that are outside the District Council's planning jurisdiction, but still provide a service for residents of the District (e.g. Ashurst, Brockenhurst, Sway, Hinton Admiral).</p> <p>Principle 1, page 10: The NPPF (2021) recognises that different provision standards can be set for different parts of an area, based on accessibility and the availability of and opportunities for public transport. NFDC proposed approached set out in Principle 1 of applying different standards within the 'main town centres' has some support in national policy and the maps in the annex are helpful.</p> <p>General point: There are a number of proposed transport schemes within New Forest District that would, once implemented, alter the current picture of public transport accessibility. These have varying lead in times and include proposals from HCC for the Waterside area (including the Waterside Railway), the Waterside Local Walking & Cycling Infrastructure Plan and potential improvements in local bus services. It is suggested that the SPD is kept under review and there may be a scenario whereby future improvements to public transport accessibility and cycling</p>	Comment noted that SPD will need to be kept under review in the context of changes / improvements to sustainable transport opportunities

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					infrastructure in parts of the District trigger a review of the parking provision standards.	
PS-SPD7	Ian Day	1: Introduction	1. 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		
PS-SPD7	Ian Day	1: Introduction	2. 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 ensurin...	No	I don't believe that any part of the New Forest has a level of public transport provision sufficient to deter car ownership	Noted. The Council have 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.

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PS-SPD8	Theresa Elliott (New Milton Town Council)	1: Introduction	1. 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		
PS-SPD8	Theresa Elliott (New Milton Town Council)	1: Introduction	2. 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 ensurin...	Yes		
PS-SPD9	Adam Ford (Paul Basham Associates)	1: Introduction	1. 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	The scope of development types appears broad and is consistent with our experience of other Local Authorities.	Noted.

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PS-SPD9	Adam Ford (Paul Basham Associates)	1: Introduction	2. 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 ensurin...	Yes	We feel the SPD considers local context between main town centres and parking provision well. That being said, considering the average number of cars per household in the district is 1.4. The lowest standard of 2 cars for all dwellings including 1-bedroom dwellings seems remarkably high. A review or a flexible approach should be considered.	Noted. Section 15 of the SPD allows for departures from the standard where evidenced.
PS-SPD10	Nigel Jarvis (Luken Beck MDP Ltd) - Bloor Homes (Southern) Ltd	1: Introduction	1. 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?	No	<p>The scope of the SPD guidance is too narrow owing to a focus in Section 2 only on parking and transport related aspects of national policy. This leads the draft guidance being based on considerations that are too narrow. Overarching goals set out by the Framework that also need to be considered, including; 9, 60, 106, and 124. (See PDF response for full paragraph quotes)</p> <p>The SPD seeks to accord with NPPF requirements but for residential development it does not go far enough.</p> <p>The SPD would fail to meet with paragraph 107 (criteria a, c, d) of the Framework which stipulates the following factors should be taken into account;</p> <p>a) the accessibility of the development c) the availability of and opportunities for public transport d) local car ownership levels</p> <p>We agree with the need to set out typical expectations for the level of parking the Local Authority may seek with respect to certain development types. However, the presentation of this as a standard and not more flexibly as guidance, without appropriate caveats, will be likely to lead to exhaustive reliance on them as such (i.e. minimum rigid criteria) instead of allowing for the reasonable flexibility necessary to planning officers to negotiate on a case by case basis.</p>	Section 15 of the SPD allows for departures from the standard where evidenced, and wording amended in SPD to make this clearer for non-residential uses.

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PS-SPD10	Nigel Jarvis (Luken Beck MDP Ltd) - Bloor Homes (Southern) Ltd	1: Introduction	2. 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 ensurin...	No	<p>See above answer to Q11. The aim of setting out differentiation for residential development parking in more sustainable areas is supported but, by limiting bespoke consideration to defined Town Centres the SPD does not go far enough. Moreover, the parking standard for residential development is excessive, likely even in the most rural of locations within the district, and will counteract the goals of promoting a reduction in private car trips. A clear example of this is the requirement for 1 and 2 bedroom properties to provide a minimum of 2 parking spaces ('on plot'). In many cases this will simply deliver a dedicated visitor parking space. This fails to deal with concepts of under-occupation and will in most cases lead to the overprovision of parking even in reasonably accessible locations. In turn this has implications for the layout and design of development, leading to inefficient layouts with excessive hard surfacing, and reduced opportunities for green infrastructure; or put simply, poorer design.</p> <p>The general level of parking required will, counter-intuitively, work to encourage car ownership and discourage modal shift to sustainable alternatives including the adoption of walking, cycling and the support of public transport services.</p> <p>It is not clear how the SPD envisages the use of visitor parking within residential layouts.</p> <p>The requirement in Table 1 (pp10) for 2.5 on plot spaces (an additional 0.5 space) for 3 bedroom homes will lead to interpretation and implementation challenges and will reduce the quality and opportunities for innovation within residential layouts. An additional half-space cannot be provided on a plot by plot basis, and will lead to further overprovision as standard if it is required to be achieved (rounded up).</p> <p>To reflect goals of promoting more sustainable modes of travel the SPD should be promoting a 'demand led' provision of parking to be included to support development of all types, and guidance should apply flexibility and seek to ensure close tailoring to circumstances.</p>	Section 15 of the SPD allows for departures from the standard where evidenced, and wording amended in SPD to make this clearer. Clarification for visitor parking also provided.

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PS-SPD10	Nigel Jarvis (Luken Beck MDP Ltd) - Bloor Homes (Southern) Ltd	1: Introduction	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	<p>The Council needs to have regard to the following principles set out by Planning Practice Guidance (paragraph 008 Ref ID.61-008-20190315):</p> <ul style="list-style-type: none"> - SPD should build upon and provide more detailed advice or guidance on policies in an adopted local plan. - SPD cannot introduce new planning policies into the development plan. - SPD should not add unnecessarily to the financial burdens on development. <p>Having regards to our comments in response to the consultation as a whole the SPD does not reflect the above principles. In summary requirements for;</p> <ol style="list-style-type: none"> 1 Increased parking provision as standard within residential developments, and to a lesser degree increases to the size of parking spaces generally 2 Incorporation of requirements to install fast charging points to every on plot parking space 3 Mandating incorporation of Car Club facilities (with electric vehicle charging) and un-defined expectations for developer contributions towards supporting existing car club services 4 Including additional requirements for mobility scooter and particularly micro scooter parking (without commensurate reductions to other types of parking) will all (as a minimum) add to the financial burdens on development. 	Clarification has been provided of the document's status as guidance in support of adopted Local Plan Policies relating to car parking and its design.
PS-SPD11	Deb Roberts (Coal Authority)	1: Introduction	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	It will not be necessary for the Council to provide the Coal Authority with any future drafts or updates to the emerging Plans. This letter can be used as evidence for the legal and procedural consultation requirements at examination, if necessary.	Noted.
PS-SPD12	Richard Burden (Cranborne Chase Area of Outstanding Natural Beauty)	1: Introduction	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	The documentation is self-explanatory and the Team is not making comments at this time.	Noted.

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PS-SPD16	Edward Winter (Historic England)	1: Introduction	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	We do not wish to comment.	Noted.
PS-SPD19	Don Mackenzie (The Lymington Society)	1: Introduction	1. 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	We agree that standards for both residential and non-residential uses should be provided.	Noted.
PS-SPD19	Don Mackenzie (The Lymington Society)	1: Introduction	2. 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 ensurin...		We agree with the approach, but assessments should also take into account the environmental and townscape consequences of reducing standards in terms of the need for more controls, signage, and parking enforcement. Adequate provision must also be made for visitor parking including overnight stays. We also suggest that even in sustainable central locations, car parking should be provided for family homes as shopping for a family or going on family trips out does require a car.	Noted.
PS-SPD20	Sharon Jenkins (Natural England)	1: Introduction	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	While we welcome this opportunity to give our views, the topic this Supplementary Planning Document covers is unlikely to have major effects on the natural environment, but may nonetheless have some effects. We therefore do not wish to provide specific comments, but advise you to consider the following issues: Green Infrastructure Biodiversity enhancement Landscape enhancement Other design considerations Strategic Environmental Assessment/Habitats Regulations Assessment (See separate entries for full details of the above points)	Comments noted. The Council is engaged in other work relating to these issues, and which will complement the Parking Standards SPD.

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PS-SPD20	Sharon Jenkins (Natural England)	1: Introduction	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	Strategic Environmental Assessment/Habitats Regulations Assessment Should the plan be amended in a way which significantly affects its impact on the natural environment, then, please consult Natural England again.	Noted.
PS-SPD21	Aynsley Clinton (New Forest Cycle Working Group)	1: Introduction	1. 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	Yes, the range of developments covered is appropriate.	Noted.

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PS-SPD21	Aynsley Clinton (New Forest Cycle Working Group)	1: Introduction	2. 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 ensurin...		<p>There are many aspects of this SPD that we strongly support, and some where we feel there could be improvement.</p> <p>We strongly support the intention to use the cycle parking provision in new development to promote cycle use versus the private car and help provide a sustainable and carbon-neutral transport system (sections 1.3, 1.4, and 1.7). This is clearly supported by National, HCC, and NFDC policy (sections 2.11, 2.12, 2,14, and 2.15).</p> <p>Section 10: Minimum Cycle Parking Standards:</p> <ul style="list-style-type: none"> - There are 3 paragraphs labelled 10.1 which could be confusing. - We welcome that these are 'minimum' standards. <p>Residential Development: We support this as a MINIMUM level of provision.</p> <p>Non-residential Development: Given the policy commitment to increase utility cycle use versus the private car, adequate cycle parking provision needs to be in place to support this at all points of all journeys. The minimum levels quoted are not enough 'to take account of the step changes in national and local policy' as stated in paragraph 2.13. Designs should be inherently flexible to allow parking provision to evolve over time within the development as transport requirements change without the need for major works.</p> <p>'The minimum standards of provision set out are based around guidance on provision provided by the "Cycle Infrastructure Design" Local Transport Note 1/20 published by the Department for Transport (DfT)19. The design guidance in Local Transport Note 1/20 should be used to ensure that cycle parking is useable, conveniently located, accessible to all users, suitable for all types of cycles, safe, secure, well lit, and protected from the elements. This will help encourage the modal shift needed to meet our net zero commitment.'</p>	<p>Typo errors noted.</p> <p>Clarification provided that reduce parking requirements for town centre locations refer to vehicles only, and that minimum cycle parking requirements remain in order to promote sustainable transport options, and the advice given by the Local Transport Note.</p>
PS-SPD21	Aynsley Clinton (New Forest Cycle Working Group)	1: Introduction	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	Given the policy to increase use of active travel and encourage modal shift it would be a good idea to keep the provisions in this SPD under review to ensure they remain fit for purpose over time.	Noted.
PS-SPD22	Robert Lofthouse (Pennyfarthing Homes)	1: Introduction	1. 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	<p>It is assumed that the Council has in fact taken the opportunity to review the 'standards' for parking as part of the SPD review?</p> <p>Residential car parking standards (Table 1) 'recommended average provision' shows no change from the 2012 SPD. Likewise, Tables 5 to 11 of the draft SPD (Annex 1) duplicate Tables 2 to 8 of the 2012 SPD.</p> <p>There are numerous references in the SPD (including Annex 1 non-residential standards) to the now superseded classes of the Use Classes Order. If the SPD is to be brought up to date, then it should reflect the current planning framework.</p>	<p>The revised SPD introduces the ability for departures for those development in sustainable locations such as the town centres, which are well served by public transport and the active modes of walking and cycling travel.</p> <p>References to the superseded Use Class Order are updated.</p>

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PS-SPD22	Robert Lofthouse (Pennyfarthing Homes)	1: Introduction	2. 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 ensurin...	Yes	'Principle 1' refers to the 'recommended parking standards' which are a 'recommended average provision' (unchanged from 2012 SPD) and notes that 'Main Town Centre Locations' will be looked at on case-by-case basis. 'Principle 13' (confusingly titled '15: Departures for Parking Standards') sets out that proposals for parking should meet the 'requirements' of the SPD - though these are not requirements, surely rather recommendations? It continues that 'departures from standards' may be demonstrated as being appropriate. The SPD should be very clear the basis on which the 'recommended' parking 'standards' / 'requirements' (minimum average provision) are derived and how these will be applied.	Clarification in wording has been provided of the document's status as guidance in support of adopted Local Plan.
PS-SPD22	Robert Lofthouse (Pennyfarthing Homes)	1: Introduction	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	As explained above, in summary: <ul style="list-style-type: none"> ▪ Outdated references to the old Use Classes Order. ▪ No reference to Building Regulations requirements for EVCI or justification for an NFDC specific approach, which might have viability and delivery implications. ▪ Lacks justification for space standards, lack of coordination/ consistency of local requirements. ▪ Suggestions for simplification and shortening. ▪ Confusing structure, with principles numbered under different numbered headings. ▪ Could be illustrated to better demonstrate principles – e.g. parking space typologies. ▪ Need to recognise the viability and practicalities of delivering car clubs at low thresholds. 	See responses to other comments in this schedule.
PS-SPD23	Giles Maltby (Persimmon Homes South Coast)	1: Introduction	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	<p>CONCLUSION</p> <p>This representation made by Persimmon Homes on the draft New Forest District Council Parking Standards SPD has clearly identified that the Regulations make it clear that development management policies, which are intended to guide the determination of applications for planning permission should be set out as local plan policy. This gives Development Plan Document (DPD) status to a document, which is not part of the DPD and has not been subject to the same process of preparation, consultation and Examination. This is not compliant with the Regulations. 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.</p> <p>Also, Planning Practice Guidance (Paragraph: 008 Reference ID: 61-008-20190315) is clear in that SPDs do not form part of the development plan, cannot introduce new planning policies into the development plan, and should not add unnecessarily to the financial burdens on development. It is vital that the local planning authority access the financial impact of the SPD on housing delivery. Therefore, Persimmon recommends that viability of the SPD proposals should be checked and evidenced.</p>	Clarification has been provided of the document's status as guidance in support of adopted Local Plan Policies relating to car parking and its design.

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PS-SPD25	Jo Hurd (Ringwood Town Council)	1: Introduction	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	<p>In general, this is a good document in overview. It is based on current central Government guidance, which is welcomed. It recognises the benefits of active travel. It recognises the impact of vehicle emissions and promotes ways to reduce these through Car Club schemes ('Principle 7'), for example. Likewise, parking provision with charge points for electric vehicles is considered.</p> <p>Is the draft SPD part of a plan to produce a wider ranging document covering transport in general in the New Forest as a whole in collaboration with the NFNPA (i.e. a localised scaled down version of the Hampshire County Council Local Transport Plan 4 (LTP4))? If not,</p> <p>Suggestion 1 – Consider drafting a New Forest Local Transport Plan SPD</p>	Noted. The scope of the SPD is for Parking Standards. Work around design guides or design codes will be considered in other planning documents.
PS-SPD26	Mr Philip Thomas (Waterside Cycling Action Group)	1: Introduction	1. 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	<p>Yes, the range of developments covered is appropriate but we are unclear where public toilets are covered where close-by short stay parking provision is important.</p>	Noted.
PS-SPD26	Mr Philip Thomas (Waterside Cycling Action Group)	1: Introduction	2. 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 ensurin...		<p>There are many aspects of this SPD that we strongly support, and some where we feel there could be improvement.</p> <p>We strongly support the intention to use the cycle parking provision in new development to promote cycle use versus the private car and help provide a sustainable and carbon neutral transport system (sections 1.3, 1.4, and 1.7). This is clearly supported by National, HCC, and NFDC policy (sections 2.11, 2.12, 2.14, and 2.15).</p>	Comments noted. The Council is engaged with work developing options for improved cycle infrastructure with HCC. The Council is also preparing Local Cycling and Walking Infrastructure Plans (LCWIPs) for the Waterside and wider New Forest areas, which will set out opportunities for future funding.

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PS-SPD26	Waterside Cycling Action Group (Mr Philip Thomas)	1: Introduction	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	Given the policy to increase use of active travel and encourage modal shift it would be a good idea to keep the provisions in this SPD under review to ensure they remain fit for purpose over time.	Comments Noted.
PS-SPD18	Claire Donnelly (Hythe and Dibden Parish Council)	2: Policies and Guidance	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	<p>The Parish Council would like to query how the review process ties in with areas that have a Neighbourhood Plan in place and how will they align?</p> <p>It is felt that Town/Parish Councils are the experts on their localities and therefore there should be greater emphasis on engaging with Town/Parish Councils.</p>	Whilst the SPD makes reference to this, it is clarified that Neighbourhood Plans are a material consideration for planning applications.
PS-SPD25	Jo Hurd (Ringwood Town Council)	2: Policies and Guidance	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	<p>Section 2 – Policies and Guidance – Neighbourhood Plans NPPF states that design guides or design codes “should be used to guide decisions on applications in the absence of locally produced design guides or design codes”. The Ringwood Neighbourhood Plan (RNP) team intends to provide local design guides/codes (as may other emerging NPs in the district). The draft SPD should be viewed with this in mind.</p> <p>Suggestion 2 – Provide in the introduction a view of where this SPD would sit within the context of emerging Neighbourhood Plans</p>	Whilst the SPD makes reference to this, it is clarified that Neighbourhood Plans are a material consideration for planning applications.

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PS-SPD18	Claire Donnelly (Hythe and Dibden Parish Council)	3: Background Information	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?		<p>The Parish Council would like to know when the latest census data will be available so that it can be taken into consideration. It is noted that the data being relied upon for this consultation is 10 years out of date.</p> <p>Car ownership levels in the District The Parish Council feels that the car ownership levels in Hythe and Dibden are higher than suggested in the document.</p>	Data from the previous census was supplemented by car ownership data from 2020, sourced from the Department for Transport.
PS-SPD2	Barry Vaughan	4: Applying the Parking Standards	3. 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 subject to agreement on a ...	Yes	Car ownership is essential through large parts of the National Park due to lack of public transport.	Noted.
PS-SPD3	Philip C Thomas	4: Applying the Parking Standards	3. 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 subject to agreement on a ...	Yes	Other areas in the District should be considered to accept the principle of lower levels of parking provision outside the main town centres. If the recent LCWIP and Transforming Cities Fund Routes are fully considered and implemented, areas outside the main town centres can be considered for lowered level of parking provision. The one problem with this lowered provision is the need to travel to work. Many journeys will be short enough to encourage active travel but the journey to work could mean that longer distances are travelled on routes without adequate public transport. The development of this form of transport is of paramount importance and the present thinking about increasing road capacity for commuting, etc, must be discouraged (take the present increase in traffic volume being the reason for altering the roundabouts on the A326). This capacity increase will only mean that the wish to reduce parking provision in future development will be overcome by the number of cars need to be parked on the site of the development.	The revised SPD introduces the ability for departures for those development in sustainable locations such as the town centres, which are well served by public transport and the active modes of walking and cycling travel.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD5	Paul Fox	4: Applying the Parking Standards	3. 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 subject to agreement on a ...	No	As much of Lymington is rapidly turning into a nursing home for the elderly (including myself) then car ownership amongst this group will continue to fall. The idea of car clubs is surely a metropolitan invention ideally suited to high density urban, especially high rise occupancy untypical of the New Forest. It will be attractive to a minority and probably have little impact over a generation timespan.	Noted. It is acknowledged that currently car clubs will best operate where there is higher demand for them.
PS-SPD6	David Illsley (New Forest National Park Authority)	4: Applying the Parking Standards	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	The majority of the new housing development within New Forest District over the Local Plan period to 2036 will be on the strategic site allocations set out in the adopted Local Plan (i.e. sites of over 100 dwellings). It is recognised that these allocations have their own site-specific planning policies, but given that the strategic sites make up such an important element of future housing delivery in the District, consideration could be given to providing some commentary on how these sites will be addressed in terms of parking provision.	Noted. Strategic Sites are likely to be considered on a site specific basis due to their size, as will not be a consistent baseline level of access to public transport for example that would suggest a generic approach.
PS-SPD7	Ian Day	4: Applying the Parking Standards	3. 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 subject to agreement on a ...		No point in considering any areas outside the main town centres for lower provision, and even there, public transport provision is inadequate. You can't use Yes or No answers for an "either / or" question!	Both comments noted.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD8	Theresa Elliott (New Milton Town Council)	4: Applying the Parking Standards	3. 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 subject to agreement on a ...	Yes		
PS-SPD9	Adam Ford (Paul Basham Associates)	4: Applying the Parking Standards	3. 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 subject to agreement on a ...	Yes	Other areas within the district should also be considered which meet certain sustainability criteria or can justify a reduction.	Noted. The revised SPD now introduces the ability for departures for those development in sustainable locations such as the town centres, which are well served by public transport and the active modes of walking and cycling travel.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD10	Nigel Jarvis (Luken Beck MDP Ltd) - Bloor Homes (Southern) Ltd	4: Applying the Parking Standards	3. 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 subject to agreement on a ...	No	<p>No, Town centres are not the only locations where the principle of lower car parking provision should (at least) be considered. See above answers to Q11 and Q12. We consider that SPD should be applying an approach based upon prevailing practice which sets out measurements of relative accessibility.</p> <p>Local Plan allocated strategic sites should also be excluded from the residential standards stipulated by Principle 1 and Table 1 in the draft SPD.</p> <p>Conversely, applying a standard approach requiring a minimum of 2 parking spaces per dwelling (even for 1 bedroom properties) will generate standards driven schemes and a surfeit of parking will both put obstacles in place for securing appropriate densities, lead to car dominated layouts in locations where that is not justified, dilute opportunities for good and visually attractive layout and landscaping provision, and ultimately lead to earlier pressures for more greenfield site release to meet housing requirements.</p>	<p>The revised SPD introduces the ability for departures for those development in sustainable locations such as the town centres, which are well served by public transport and the active modes of walking and cycling travel.</p> <p>Strategic Sites are likely to be considered more on a site specific basis due to their size, as will not be a consistent baseline level of access to public transport for example that would suggest a generic approach</p>
PS-SPD14	S York (Hampshire Police)	4: Applying the Parking Standards	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	<p>Having considered the SPD I have the following comment to make with reference to crime prevention.</p> <p>Many residential communal car parks do not contain sufficient parking spaces to accommodate the number of motor vehicles owned by the residents of the dwellings. This can lead to several issues, one of which is confrontation, which increases the fear of crime. To reduce the opportunities for confrontation each dwelling should be allocated a least one parking space.</p> <p>We would ask that the requirement to provide at least one allocated parking space for every new dwelling is specified within the SPD.</p>	Comments noted. The SPD looks to 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 - ensuring land is used for this purpose effectively.
PS-SPD15	Mrs Beata Ginn (National Highways England)	4: Applying the Parking Standards	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	<p>We have reviewed this consultations and have the following comments:</p> <p>Residential Development</p> <p>We welcome the principle of reduced car parking provision in the main town centre locations (Fordingbridge, Hythe Village, Lymington, New Milton, Ringwood and Totton) where sites are well served by existing public and active modes of travel, given already existing pressures on SRN. However, we wish to remain engaged to ensure that individual and cumulative impact of the proposals on the safe and efficient running of the SRN is assessed.</p>	Comments noted regarding the wish to remain engaged on impacts to the SRN.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD19	Don Mackenzie (The Lymington Society)	4: Applying the Parking Standards	3. 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 subject to agreement on a ...		We feel that within the NFDC area, town centres are the only areas sufficiently well served by public transport and provision for alternative modes for this approach to be justified.	Noted.
PS-SPD21	Aynsley Clinton (New Forest Cycle Working Group)	4: Applying the Parking Standards	3. 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 subject to agreement on a ...		Limiting reduced car parking to only town centre locations is sensible. However, we would like it to be clearer that this only applies to car parking, not cycle parking. The latter should be improved to encourage modal shift (active transport provision principle 1, and paragraphs 4.5 and 4.8). In section 15 and in Annex 2 it is not always clear that the reductions in capacity referred to only apply to car parking and not cycle parking. This could be improved to provide a greater level of clarity for developers.	Clarification provided that reduce parking requirements for town centre locations refer to vehicles only
PS-SPD22	Robert Lofthouse (Pennyfarthing Homes)	4: Applying the Parking Standards	3. 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 subject to agreement on a ...	No	As Table 1 states, the residential car parking standards are only a recommended average, not a definitive requirement. 'Departures' from these standards are explicitly acknowledged in Principle 13, so there will be other instances including for example through changes of use, where lower levels of parking will be justified.	Noted.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD23	Giles Maltby (Persimmon Homes South Coast)	4: Applying the Parking Standards	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	<p>Residential Development – Principle 1 It is proposed that with a 1-bedroom dwelling provision for 2 parking spaces will be required. This is a high number of spaces for 1-bedroom dwellings. The rationale for this requirement has not been provided nor has a financial impact assessment been undertaken.</p> <p>The draft SPD is advocating a requirement of 3 parking spaces for a 3-bedroom dwelling. This is a high number of spaces for 3-bedroom dwellings. The rationale for this requirement has not been provided nor has a financial impact assessment been undertaken.</p> <p>It is noted that the Local Plan states at Policy ENV3: Design quality and local distinctiveness, paragraph iv: Integrate sufficient car and cycle parking spaces so that realistic needs are met in a manner that is not prejudicial to the character and quality of the street, highway safety, emergency or service access or to pedestrian convenience and comfort;</p> <p>The Parking Standards SPD should support the policies in the local plan and not undermine them.</p>	The SPD looks to 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 - ensuring land is used for this purpose effectively. The revised SPD introduces the ability for departures for those development in sustainable locations such as the town centres, which are well served by public transport and the active modes of walking and cycling travel.
PS-SPD25	Jo Hurd (Ringwood Town Council)	4: Applying the Parking Standards	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	<p>Section 4 – Applying the Parking Standards – Principle 1 On the Main Town Centre exception clause in 'Principle 1' of the draft SPD, it is not clear how the list of town centres has been derived. Given that Ringwood is 'Red' overall, why accentuate the issue by reducing parking infrastructure? It is also not clear how 'Principle 1' relates to the RAG analysis in Annex 2. Further, there are possible examples of correlation being misinterpreted as causation. For example, the car ownership figures (from LSOA data) suggests that "car ownership" in the district is "significantly above the national average", except for town centres like Ringwood. This appears to have been used as a justification for the 'Principle 1' exception suggesting that residential car parking spaces need not be consistent across the district.</p> <p>It is recommended that Principle 1 should be removed until a more holistic view of the needs and opportunities of Ringwood town centre have been established. Removing this exception clause will not disable the possibility of varying the parking standards on a site by site basis – SPDs are not obligatory and Principle 13 in the draft SPD exemplifies a way that developers can obtain permission for "a departure from standards".</p> <p>Suggestion 3 – remove the exception for Principle 1 Main Town Centres</p>	The revised SPD introduces the ability for departures for those development in sustainable locations such as the town centres, which are well served by public transport and the active modes of walking and cycling travel. This will need to take in to account an analysis of the impacts on the existing parking pressures.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD25	Jo Hurd (Ringwood Town Council)	4: Applying the Parking Standards	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	Additional information to support Suggestion 3: As stated in the draft SPD, "Paragraph 107 of the NPPF specifically addresses car parking. It does not provide suggested standards, but instead sets out that if setting local parking standards for residential and non-residential development, policies should take into account: 1. the accessibility of the development; 2. the type, mix and use of development; 3. the availability of and opportunities for public transport; 4. local car ownership levels; and 5. the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles". The traffic light RAG analysis doesn't get to root causes. It has merely ordered the data against a crude scale. The data describes 'what' not 'why'. There are no data presented that supports 'why'.	Noted. Departures from the recommended standards will need to take in to account an analysis of the impacts on all the existing parking pressures.
PS-SPD25	Jo Hurd (Ringwood Town Council)	4: Applying the Parking Standards	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	Section 4 – Applying the Parking Standards Planning applications for extensions to dwellings often require an increase in parking provision to comply with standards. However, frequently there is no detail provided in the application to evidence this. Suggestion 4 – add a paragraph in Section 4 requiring all applications to include detail on parking provision	Noted. Such applications would need to be considered on an individual basis by the case officer.
PS-SPD26	Mr Philip Thomas (Waterside Cycling Action Group)	4: Applying the Parking Standards	3. 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 subject to agreement on a ...		Limiting reduced car parking to only town centre locations is sensible. However, we would like it to be clearer that this only applies to car parking not cycle parking which should be improved to encourage modal shift (active transport provision principle 1, and paragraphs 4.5 and 4.8). In section 15 and in annexe 2 it is not always clear that the reductions in capacity referred to only apply to car parking and not cycle parking. This could be improved to provide a greater level of clarity for developers.	Clarification provided that reduce parking requirements for town centre locations refer to vehicles only

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD13	Rachel Edwards (Fordingbridge Town Council)	4: Applying the Parking Standards	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	<p>Councillors discussed the Parking Standards SPD at their Planning Committee meeting held on 8th December and made the following comments.</p> <p>The maximum parking standards are not needed in Fordingbridge; there are already issues with parking in Fordingbridge and Councillors want Fordingbridge to have the maximum allocation of parking spaces.</p> <p>The number of properties already developed in the town with no parking spaces must be taken into account, along with the limited number of long-term parking spaces.</p> <p>Councillors considered the impact of the upcoming new developments and do not want the parking situation to become any worse in the town.</p> <p>It is not reasonable to consider the incidences of traffic enforcement as Fordingbridge has only had the new parking warden for a short period of time. Before this the parking warden's time was mostly taken up in the car park.</p> <p>Cllr Hale reported that he has been approached by town centre residents who have nowhere to park and there is a safety issue involved with having to move cars regularly in order to remain within the maximum parking time allowed in the town's car parks. Cllr Earth confirmed that the NFDC A338 Slip Road car park on Ringwood Road is dark and unsafe at night.</p>	The revised SPD introduces the ability for departures for those development in sustainable locations such as the town centres, which are well served by public transport and the active modes of walking and cycling travel. This will need to take in to account an analysis of the impacts on the existing parking pressures.
PS-SPD1	Peter Melville	5: Car Parking Space Size Guide on Private Developments	4. 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 ...	Yes	Long overdue	Noted.
PS-SPD2	Barry Vaughan	5: Car Parking Space Size Guide on Private Developments	4. 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 ...	Yes	I would disagree that parallel parking at 2 m interval is sufficient space to allow entry/exit from most family vehicles and suggest 2.3m as the minimum based on my experience on ferries.	Wording amended to ensure access and circulation space around all spaces provided is a consideration.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD3	Philip C Thomas	5: Car Parking Space Size Guide on Private Developments	4. 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 ...	Yes	Unfortunately, modern motor vehicles are much larger than they used to be. Look at the size of the modern MINI and the old BMC Mini designed and built in the early 1960s. Commercial vans are now nearly the size of small lorries and SUVs are enormous. These need larger spaces to allow them to be parked.	Noted. The recommended sizes look to balance the effective use of the space and the efficient use of land on a development.
PS-SPD4	Sarah Willis-Owen	5: Car Parking Space Size Guide on Private Developments	4. 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 ...		I don't think the ideas in the document are good - you either need to build a rail service to enable new forest to be connected to larger areas of commerce or bring down cost of new electric cars which are too expensive	Noted.
PS-SPD5	Paul Fox	5: Car Parking Space Size Guide on Private Developments	4. 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 ...	No	Current car parking spaces guarantee damage to car doors as occupants easily crash theirs into their neighbouring car in a car park. The massive increase in SUV ownership of wider wheelbase vehicles has made this worse. The days of the slimline Austin 7 are long gone. Get real.	Noted.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD7	Ian Day	5: Car Parking Space Size Guide on Private Developments	4. 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 ...	Yes		
PS-SPD8	Theresa Elliott (New Milton Town Council)	5: Car Parking Space Size Guide on Private Developments	4. 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 ...	Yes		
PS-SPD9	Adam Ford (Paul Basham Associates)	5: Car Parking Space Size Guide on Private Developments	4. 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 ...	Yes	The incorporation of an increase in the size of parking spaces to accommodate actual vehicle sizes we see today is welcomed. This will lead to greater highway safety, and in our experience, this is an initiative some other local authorities have not yet considered.	Noted.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD10	Nigel Jarvis (Luken Beck MDP Ltd) - Bloor Homes (Southern) Ltd	5: Car Parking Space Size Guide on Private Developments	4. 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 ...	No	<p>We note the various car parking space sizes. Noting that EV charging remains an emerging technology we 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, and the SPD process should note the Governments intentions in this regard and consider the recent consultation (Consultation Response: EV Charge points in Residential and Non-residential Buildings, November 2021).</p> <p>The space size defined for the 'Parallel parking Space' should be more flexible noting that the arrangement of those spaces may not need as much manoeuvring space, subject to their arrangement.</p> <p>To resolve the above the SPD should clarify that the sizes are 'typical' minimum dimensions, but that alternate dimensions may be acceptable subject to information provided with a planning application.</p>	<p>Amended wording to take account of recent changes to the building regulations.</p> <p>Wording amended to ensure access and circulation space around all spaces provided is a consideration.</p>
PS-SPD17	Sarah Pitt (Hordle Parish Council)	5: Car Parking Space Size Guide on Private Developments	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	Garages counting towards parking provision would be counted on a "case by case basis" (5.3) is also vague.	Noted.
PS-SPD19	Don Mackenzie (The Lymington Society)	5: Car Parking Space Size Guide on Private Developments	4. 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 ...	Yes	Yes, parking spaces must be useable, and the increased sizes are necessary to reflect current vehicle sizes. See point on garages below.	Noted.
PS-SPD19	Don Mackenzie (The Lymington Society)	5: Car Parking Space Size Guide on Private Developments	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	<p>Section 5. Car Parking Space Size Guide on Private Developments This approach is too tentative. Principle 3 – delete the word 'recommended'. If parking bays are not provided to an appropriate space standard, they will not be useable. Smaller spaces should not be accepted.</p> <p>Domestic Garages Para 5.3 Greater clarity should be provided in respect of domestic garages which the document acknowledges are rarely used for vehicle parking.</p>	Clarification provided for garage wording.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD22	Robert Lofthouse (Pennyfarthing Homes)	5: Car Parking Space Size Guide on Private Developments	4. 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 ...	No	<p>There is no indication on what basis these 'standards' have been derived, including wider spaces for parking spaces with EV chargers (+0.3m). There is no justification provided for this.</p> <p>Generally, 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.</p> <p>Creating separate standards for NFDC, without justification and explanation is questioned.</p> <p>A more coordinated approach (by HCC as Highways Authority) would be desirable as inconsistency between immediately neighbouring authorities (including BCP Council) suggests a lack of robust justification for individual standards.</p>	<p>Amended wording to take account of recent changes to the building regulations.</p> <p>Wording amended to ensure access and circulation space around all spaces provided is a consideration.</p>
PS-SPD23	Giles Maltby (Persimmon Homes South Coast)	5: Car Parking Space Size Guide on Private Developments	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	<p>Car Parking Space Size Guide on Private Developments – Principle 3 The design of parking arrangements of a development of multiple dwellings should be done in a coherent way. This is addressed within the adopted local plan at Policy CCC2: Safe and sustainable travel, paragraph iv:</p> <p>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.</p>	Clarification has been provided of the document's status as guidance in support of adopted Local Plan Policies relating to car parking and its design.
PS-SPD25	Jo Hurd (Ringwood Town Council)	5: Car Parking Space Size Guide on Private Developments	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	<p>Section 5 – Principle 3 – Car Parking Space Size The National Design Guide 2021 states "The long-standing, fundamental principles for good design are that it is: fit for purpose; durable; and brings delight". HCC LTP4 referenced in the document including a note about a proposed theme based on consultation outcomes of "Carbon neutral, resilient Hampshire".</p> <p>Suggestion 5 – change Table 2 "Standard Parking Space" dimension to 2.8m x 5m</p>	Amended wording to take account of recent changes to the building regulations.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD26	Mr Philip Thomas (Waterside Cycling Action Group)	5: Car Parking Space Size Guide on Private Developments	4. 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 ...		A way of meeting the objectives in this section would be to reduce the availability of car parking spaces. This could be achieved by remarking all Council Car Park bays to the new proposed 5.0 x 2.5 m standard henceforth, rather than continuing to just remark existing bays when the white lines wear out.	Noted. The scope of this SPD is for new residential and non-residential development
PS-SPD17	Sarah Pitt (Hordle Parish Council)	6: Design and Quality of the Environment	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	Laybys are intended for visitors, delivery vans and should not form part of the provision.	Noted.
PS-SPD18	Claire Donnelly (Hythe and Dibden Parish Council)	6: Design and Quality of the Environment	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?		<p>On street parking Hythe is well served by public transport links to Southampton. However, there is poor transport links to the New Forest and surrounding areas. There is no direct public transport access to Southampton General Hospital or Lymington Hospital.</p> <p>The Parish Council would welcome on street parking controls in Hythe village centre and areas such as Mousehole Lane, Atheling Road and South Street due to concerns about highway safety.</p>	Noted.
PS-SPD19	Don Mackenzie (The Lymington Society)	6: Design and Quality of the Environment	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	<p>Section 6. Design and Quality of the Environment Reference should be made to the effect of parking on townscape, particularly within Conservation Areas but also narrow lanes with verges. The document should require developments to consider 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.</p> <p>Para 6.5 Additional on-street parking controls should only be introduced if they are sought/supported by the local community.</p>	Noted.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD20	Sharon Jenkins (Natural England)	6: Design and Quality of the Environment	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	<p>Green Infrastructure This SPD could consider making provision for Green Infrastructure (GI) within development. This should be in line with any GI strategy covering your area.</p> <p>You could also consider issues relating to the protection of natural resources, including air quality, ground and surface water and soils within urban design plans.</p> <p>Further information on GI is include within The Town and Country Planning Association's "Design Guide for Sustainable Communities" and their more recent "Good Practice Guidance for Green Infrastructure and Biodiversity".</p>	Comments noted. The Council is engaged in other work relating to these issues, and which will complement the Parking Standards SPD.
PS-SPD20	Sharon Jenkins (Natural England)	6: Design and Quality of the Environment	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	<p>Biodiversity enhancement This SPD could consider incorporating features which are beneficial to wildlife within development, in line with paragraph 118 of the National Planning Policy Framework. You may wish to consider providing guidance on, for example, the level of bat roost or bird box provision within the built structure, or other measures to enhance biodiversity in the urban environment. An example of good practice includes the Exeter Residential Design Guide SPD, which advises (amongst other matters) a ratio of one nest/roost box per residential unit.</p>	Comments noted. The Council is engaged in other work relating to these issues, and which will complement the Parking Standards SPD.
PS-SPD20	Sharon Jenkins (Natural England)	6: Design and Quality of the Environment	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	<p>Landscape enhancement The SPD may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green infrastructure provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider how new development might makes a positive contribution to the character and functions of the landscape through sensitive siting and good design and avoid unacceptable impacts.</p>	Comments noted. The Council is engaged in other work relating to these issues, and which will complement the Parking Standards SPD.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD20	Sharon Jenkins (Natural England)	6: Design and Quality of the Environment	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	Other design considerations The NPPF includes a number of design principles which could be considered, including the impacts of lighting on landscape and biodiversity (para 180).	Comments noted. The Council is engaged in other work relating to these issues, and which will complement the Parking Standards SPD.
PS-SPD23	Giles Maltby (Persimmon Homes South Coast)	6: Design and Quality of the Environment	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	Design and Quality of the Environment – Principle 4 Principle 4 of the SPD reiterates the Local Plan Policy ENV3: Design quality and local distinctiveness, paragraph iv: Integrate sufficient car and cycle parking spaces so that realistic needs are met in a manner that is not prejudicial to the character and quality of the street, highway safety, emergency or service access or to pedestrian convenience and comfort.	Clarification has been provided of the document's status as guidance in support of adopted Local Plan Policies relating to car parking and its design.
PS-SPD2	Barry Vaughan	7: Electric Vehicle Parking Provision	5. 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 increasi...	No	I think the use of these charging points should also be linked with the energy source they are going to use to power the EV's - clearly solar panels or wind would be preferable and the use of main supply should be as back up.	The Council in engaged with work developing options for renewable energy guidance for new development.
PS-SPD3	Philip C Thomas	7: Electric Vehicle Parking Provision	5. 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 increasi...	Yes	As more EV vehicles are bought and used, along with the time needed to charge them, more charging points will be needed. A long queue of vehicles waiting to be charged will only cause friction between drivers and could lead to unnecessary anti social behaviour caused by the time lost and wasted while waiting to charge such vehicles. The charging of such vehicles will take much longer than just filling a tank with fuel and continuous fast charging will cause the failure of the very expensive batteries in the vehicle with the cost and time needed to replace it.	Noted.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD4	Sarah Willis-Owen	7: Electric Vehicle Parking Provision	5. 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 increasi...	No	Electric vehicles still too expensive so with this in mind I am not sure looking at supporting technology is useful	Noted.
PS-SPD5	Paul Fox	7: Electric Vehicle Parking Provision	5. 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 increasi...	No	Even fast charging Charging Points require massively longer than the few minutes needed to refill a tank of fuel for an ICE vehicle. It follows that IF you are planning for a seismic shift in EV ownership, then such Chargers need to be commonplace (e.g. 30+%) in all car parks and reserved for EVs only.	Noted. Amended wording to take account of recent changes to the building regulations and the requirements for new chargers.
PS-SPD6	David Illsley (New Forest National Park Authority)	7: Electric Vehicle Parking Provision	5. 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 increasi...	Yes	Paragraph 3.11, Section 7 and Principle 5 (page 14) – Electrical Vehicle Charging Points: The coverage of this matter in NFDC's draft SPD is welcomed. A number of local planning authorities have produced SPDs/guidance notes covering EV charging, such as Tunbridge Wells Borough Council and North Somerset. NFDC officers may wish to review the Government's response to the consultation feedback received on their proposals for EV charging points in new development which was published in November 2021 – see Consultation response: EV Charge points in Residential and Non-residential Buildings (publishing.service.gov.uk) – as this section of the SPD is finalised.	Comments noted. Amended wording to take account of recent changes to the building regulations.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD7	Ian Day	7: Electric Vehicle Parking Provision	5. 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 increasi...	No	The paragraph about requirements for provision of EV charging points for within-curtilage off-street parking is incomprehensible. I'm not clear, despite careful and repeated reading, if the requirement is one charger per space or one charger per dwelling	Wording amended to take account of recent changes to the building regulations.
PS-SPD8	Theresa Elliott (New Milton Town Council)	7: Electric Vehicle Parking Provision	5. 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 increasi...	Yes	We welcome these revised guidelines and expect to see a marked improvement in the level of EV charging infrastructure offered by developers as standard.	Support noted.
PS-SPD9	Adam Ford (Paul Basham Associates)	7: Electric Vehicle Parking Provision	5. 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 increasi...	Yes	The draft SPD is well worded in respect to electric vehicles. We have found the provision for electric parking for unallocated parking spaces more difficult to deliver in practice. For instance, questions arise over who is responsible for paying for the electricity used to charge cars in unallocated spaces	Noted. Wording amended to take account of Building Regulation changes and to set out unallocated spaces to provide charger where practicable.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD10	Nigel Jarvis (Luken Beck MDP Ltd) - Bloor Homes (Southern) Ltd	7: Electric Vehicle Parking Provision	5. 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 increasi...	No	The requirement established by the SPD appears to exceed the requirements of Local Plan policy. It is accepted practice that SPD cannot establish new policies that exceed the provisions of a development plan so the Council must carefully review this. Specifically, the wording of policy IMPL2: Development Standards.	Noted. Wording to be amended to take account of recent changes to the building regulations and clarification has been provided of the document's status as guidance in support of adopted Local Plan Policies relating to car parking and its design.
PS-SPD17	Sarah Pitt (Hordle Parish Council)	7: Electric Vehicle Parking Provision	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	All communal parking spaces as well as individual garages should have EV charging points.	Noted. Amended wording to take account of recent changes to the building regulations.
PS-SPD18	Claire Donnelly (Hythe and Dibden Parish Council)	7: Electric Vehicle Parking Provision	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?		Electric and Ultra-low emissions vehicles For this to have an impact, these vehicles need to be more affordable and there needs to be more public and private charging points. Charging points for properties that don't have a driveway also needs to be factored in.	Noted. Amended wording to take account of recent changes to the building regulations.
PS-SPD19	Don Mackenzie (The Lymington Society)	7: Electric Vehicle Parking Provision	5. 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 increasi...	Yes	Yes, this is supported. Whilst it may be outside the scope of this document, the highway authority should consider opportunities for creating charging points in existing highway infrastructure such as lighting columns and prioritise providing charging points within public car parks.	Noted.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD22	Robert Lofthouse (Pennyfarthing Homes)	7: Electric Vehicle Parking Provision	5. 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 increasi...	No	The Building Regulations (Part S) now address the provision of EVCI. This section should be removed on the basis that Building Regulations mandates the provision of such infrastructure. If any additional or different requirements are to be sought in NFDC, then this will need to be reflected in the viability of development – as indeed those cost factors are recognised in the Building Regulations.	Noted. Wording to be amended to take account of recent changes to the building regulations and clarification has been provided of the document's status as guidance in support of adopted Local Plan Policies relating to car parking and its design.
PS-SPD23	Giles Maltby (Persimmon Homes South Coast)	7: Electric Vehicle Parking Provision	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	Electric Vehicle Parking Provision - Principle 5 Principle 5 states that dedicated fast charging units for all residential off-street parking. Persimmon agrees with facilitating electric car infrastructure where possible. However, Persimmon would not provide the charging unit itself, only the wired (blanked off) point for a unit to be connected.	Noted. Wording to be amended to take account of recent changes to the building regulations.
PS-SPD24	Fariyah Choudhury (Public Health, Adults' Health and Care, HCC)	7: Electric Vehicle Parking Provision	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	We also welcome the plans to provide electric vehicle charging points across settlements, in order to support the move towards sustainable car travel. We also strongly welcome the establishment of car clubs and clear plans for implementing these – we know the rurality and limited opportunities for public and active transport use necessitates the use of cars to commute for various reasons.	Support is noted.
PS-SPD26	Mr Philip Thomas (Waterside Cycling Action Group)	7: Electric Vehicle Parking Provision	5. 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 increasi...		Policy IMPL2 & ENV 3 particular attention should be paid to avoiding the need for charging cables running across area of pedestrian movement.	Noted. Wording amended to take this issue in to account.
PS-SPD17	Sarah Pitt (Hordle Parish Council)	8: Parking for those with disabilities	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	How will the use and therefore ratio, of disabled parking bays be monitored?	Wording clarified to take this into account.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD18	Claire Donnelly (Hythe and Dibden Parish Council)	8: Parking for those with disabilities	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?		Parking for those with disabilities The Parish Council would like to know if the minimum provision of 5% of total parking spaces for those with disabilities includes EV charging points?	This would now be addressed through the recent changes to Building Regulation requirements/
PS-SPD23	Giles Maltby (Persimmon Homes South Coast)	8: Parking for those with disabilities	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	Parking for those with disabilities – Principle 6 The SPD should provide evidence and justification for requesting a minimum percentage of disability parking spaces. The SPD is also unclear how the 're-designation of existing parking spaces' would take place.	Wording clarified to take this into account and the document's status as guidance in support of adopted Local Plan Policies relating to car parking and its design.
PS-SPD24	Fariyah Choudhury (Public Health, Adults' Health and Care, HCC)	8: Parking for those with disabilities	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	Lastly, we support accessible parking standards being provided for those with differing needs.	Support is noted.
PS-SPD2	Barry Vaughan	9: Car Clubs	6. 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 highe...	Yes	It is very unlikely that car clubs will form any part of the travel plans for locals in Bransgore	Wording revised to reflect the more limited potential for Car Clubs in NFDC.ed.
PS-SPD3	Philip C Thomas	9: Car Clubs	6. 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 highe...	Yes	Car clubs should be encouraged but I have no knowledge about the running and organisation of these clubs so I will not comment on them.	Noted.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD4	Sarah Willis-Owen	9: Car Clubs	6. 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 highe...	No	Covid means people won't use and rural areas mean dog walkers would not use them - inconvenient for busy families who don't have time to plan every journey in advance or may need a car to commute long distances	Noted. Wording revised to reflect the more limited potential for Car Clubs in NFDC.
PS-SPD5	Paul Fox	9: Car Clubs	6. 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 highe...	No	An unlikely if idealistic solution to car travel. The journey from intensive housing district to intensive employment site (i.e. typical major town suburban commuter) does not fit the NF situation.	Wording revised to reflect the more limited potential for Car Clubs in NFDC.
PS-SPD8	Theresa Elliott (New Milton Town Council)	9: Car Clubs	6. 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 highe...	Yes		

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD9	Adam Ford (Paul Basham Associates)	9: Car Clubs	6. 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 highe...	No	The guidance provided in relation to car clubs appears comprehensive and clear, but planning officers/members need to be clear that the provision of car clubs allows a reduction in car parking not in addition to or it will undermine the benefit of/viability of the car club.	Noted.
PS-SPD10	Nigel Jarvis (Luken Beck MDP Ltd) - Bloor Homes (Southern) Ltd	9: Car Clubs	6. 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 highe...	No	Principle 7 (pp16) sets out the expectations for consideration of car club use on new developments. Requirements are poorly defined. Establishing a specific requirement for car clubs exceeds the scope and requirements of local plan policy set out by policies such as IMPL1 and IMPL2. While such may continue, reasonably, to be a measure to be included as mitigation to remedy impacts identified within Transport Assessments (such as part of Travel Plans) that is different.	Wording revised to reflect the more limited potential for Car Clubs in NFDC.
PS-SPD18	Claire Donnelly (Hythe and Dibden Parish Council)	9: Car Clubs	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?		Car Clubs It is felt that Car Clubs are more suited to large towns but they are not a practical solution for areas with rural transport issues. The Parish Council feels that there would be little take up of Car Clubs in Hythe and Dibden.	Wording revised to reflect the more limited potential for Car Clubs in NFDC.
PS-SPD22	Robert Lofthouse (Pennyfarthing Homes)	9: Car Clubs	6. 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 highe...	No	Whilst 'consideration' may be given to car clubs on residential developments, the viability and practicalities of delivering such on development of the thresholds suggested (50-100 homes) is questionable and must be recognised by the Council. Particularly with an expectation for this to also include EVCI, which needs to be managed and maintained and for the funding of such projects in the long term.	Noted. Wording revised to reflect the more limited potential for Car Clubs in NFDC.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD3	Philip C Thomas	10: Minimum Cycle Parking Standards	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	<p>I notice with much concern that no direct comment has been requested regarding the safe and secure parking of cycles has been requested in this consultation. I was able to incorporate comments on the need to encourage active travel and the use of cycles in my comment to section 9 but was expecting to make a detailed comment on the positioning of cycle parking, the need to consider the size of cargo bikes, recumbents, cycles towing trailers and adapted cycles used by the disabled. This oversight is most disturbing as some cycle parking in Hythe has been placed in the wrong location.</p> <p>I realise that the design and location of cycles is included in LTN 1/20 but one thing that needs consideration is the position of cycle parking in relation to any wall to the front of the stand. Many stands are placed too close to front walls which means that the cycle has to be placed to the rear of the stand. < Additional comments provided on this subject ></p>	Noted. Wording amended to ensure consistent reference throughout the document to cycle parking provisions to be located appropriately, and be safe, secure and accessible
PS-SPD6	David Illsley (New Forest National Park Authority)	10: Minimum Cycle Parking Standards	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	Cycle parking standards, Section 10, page 17: Welcome the inclusion of minimum cycle provision standards within the SPD. The effectiveness of the cycling provision standards would be weakened if they were maximum standards.	Support noted.
PS-SPD9	Adam Ford (Paul Basham Associates)	10: Minimum Cycle Parking Standards	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	The increase in the number of required cycle parking spaces for 3 and 4 bedroom dwellings seems unnecessary and unjustified.	Noted. The recommended standards are designed to reflect occupancy levels.
PS-SPD18	Claire Donnelly (Hythe and Dibden Parish Council)	10: Minimum Cycle Parking Standards	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?		Minimum Cycle Parking Standards There is a need for infrastructure for electric bikes.	Noted. Wording added to principle to reflect the supporting text that already exists on this topic.
PS-SPD19	Don Mackenzie (The Lymington Society)	10: Minimum Cycle Parking Standards	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	Cycle Parking Section 10, Table 3 and para 10.1 Standards for cycle parking are supported but long-stay residential provision must be within a secure, covered space such as a garage or shed. This should be a requirement.	Noted. Wording amended to ensure consistent reference throughout the document to cycle parking provisions to be located appropriately, and be safe, secure and accessible.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD24	Fariyah Choudhury (Public Health, Adults' Health and Care, HCC)	10: Minimum Cycle Parking Standards	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	We welcome that this Supplementary Planning Document emphasises the need for healthy, sustainable travel, moving away from private vehicle usage where possible, which aligns with the wider aims of the Local Transport Plan 4.	Noted. Wording amended to ensure consistent reference throughout the document to cycle parking provisions to be located appropriately, and be safe, secure and accessible.
PS-SPD18	Claire Donnelly (Hythe and Dibden Parish Council)	11: Motorcycle Parking	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?		Motorcycle Parking The Parish Council feels it is important to have sufficient safe and secure parking for motorcycles. Consideration should be given to charging points for electric motorcycles/mopeds in the future.	Noted.
PS-SPD1	Peter Melville	12: Mobility Scooter Parking / 13: Micro- scooter Parking	7. 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?	Yes		
PS-SPD2	Barry Vaughan	12: Mobility Scooter Parking / 13: Micro- scooter Parking	7. 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?	Yes		
PS-SPD3	Philip C Thomas	12: Mobility Scooter Parking / 13: Micro- scooter Parking	7. 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?	Yes	The increased availability and use of mobility scooters, especially in the urban areas where the demographic graph shows an large elderly population, must be considered and the secure and safe parking of these vehicles must be provided for their increased use. The road system must also be designed and maintained to allow for the safe use of these vehicles.	Noted.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD4	Sarah Willis-Owen	12: Mobility Scooter Parking / 13: Micro-scooter Parking	7. 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?	No		
PS-SPD5	Paul Fox	12: Mobility Scooter Parking / 13: Micro-scooter Parking	7. 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?		Didn't focus on this but of course the needs of the disabled must have priority at the expense of the able-bodied. As for microscooters, if those are those total urban deathtraps with tiny wheels and absolutely no body protection -- save them for the skate park.	Noted.
PS-SPD7	Ian Day	12: Mobility Scooter Parking / 13: Micro-scooter Parking	7. 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?	Yes		
PS-SPD8	Theresa Elliott (New Milton Town Council)	12: Mobility Scooter Parking / 13: Micro-scooter Parking	7. 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?	Yes		

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD9	Adam Ford (Paul Basham Associates)	12: Mobility Scooter Parking / 13: Micro-scooter Parking	7. 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?	Yes	<p>The inclusion of mobility scooter standards in principle are productive addition however within the SPD the number of spaces developments would be provided to cover is vague:</p> <p>“The number of spaces should be proportionate to the occupancy level for residential institutions or the visitor level for community, retail and leisure uses.”</p> <p>As developments that require both mobility scooters and cycle parking are uncommon, consideration needs to be given to flexible storage space that could accommodate both.</p> <p>The standards for micro scooter parking are much more clear:</p> <p>“at the same ratio as the short stay cycle requirements.”</p> <p>This is an appropriate standard and addition to the SPD as micro scooters are a growth industry in the UK and will therefore take up an increasing modal share in the future.</p>	Noted. Wording clarified that this issue would need to be considered on a site-by-site basis.
PS-SPD10	Nigel Jarvis (Luken Beck MDP Ltd) - Bloor Homes (Southern) Ltd	12: Mobility Scooter Parking / 13: Micro-scooter Parking	7. 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?	No	<p>The inclusion of Principle 10 (pp20) in respect of mobility scooters is welcomed and sensible but must be recognised as a new requirement.</p> <p>The provision for micro-scooter parking at Principle 11 is not considered to be appropriate while their use (other than facilitated by public sector agencies) remains illegal. Furthermore, provision for these should not be necessary in addition to cycle parking standards without a commensurate reduction to the latter, as plainly the same person will elect to use one or the other, but never both at the same time.</p>	Noted. Clarification provided that reference to micro-scooters are the non-powered type.
PS-SPD18	Claire Donnelly (Hythe and Dibden Parish Council)	12: Mobility Scooter Parking / 13: Micro-scooter Parking	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?		<p>Mobility Scooter Parking It is important to support mobility scooter users by making improvements to the condition of pavements, providing safe dropped kerbs and pathways of sufficient width with safe bends.</p> <p>Micro-scooter Parking The Parish Council understands that there are legislative restrictions regarding the use of micro-scooters on footpaths and roads.</p>	Noted. Clarification provided that reference to micro-scooter are the non-powered type.
PS-SPD19	Don Mackenzie (The Lymington Society)	12: Mobility Scooter Parking / 13: Micro-scooter Parking	7. 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?		Adequate provision for mobility scooters in relevant development is important. We have no comment on micro-scooters.	Noted.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD22	Robert Lofthouse (Pennyfarthing Homes)	12: Mobility Scooter Parking / 13: Micro-scooter Parking	7. 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?		Only suggests that consideration be given to this issue. Therefore, raises the question of whether this is necessary to be included in the SPD if no guidance is to be offered or suggested.	Noted.
PS-SPD24	Fariyah Choudhury (Public Health, Adults' Health and Care, HCC)	12: Mobility Scooter Parking / 13: Micro-scooter Parking	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	Lastly, we support accessible parking standards being provided for those with differing needs: car parking spaces for those with disabilities, as well as for mobility and mini scooters. We welcome the consideration of adequate vehicle parking provision for these groups.	Support noted.
PS-SPD15	Mrs Beata Ginn (National Highways England)	14: Commercial and Lorry Parking Provision	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	14: Commercial and Lorry Parking Provision We wish to be engaged as these proposals are being developed, especially on the provision of the overnight HGV lorry parking facilities so the sites can be assessed for the suitability and connectivity to SRN.	The wish to be engaged is noted.
PS-SPD18	Claire Donnelly (Hythe and Dibden Parish Council)	14: Commercial and Lorry Parking Provision	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?		Commercial and Lorry Parking Provision The Parish Council feels that this should also include coach parking provision.	Noted. The scope of the SPD is for Commercial and Lorry Parking Provision to reflect the NPPF.
PS-SPD17	Sarah Pitt (Hordle Parish Council)	15: Departures from the Parking Standards	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	The proviso that a deviation from these standards would be acceptable "if the number of parking spaces on the development meets or is close to the recommendation" (15.1), could be exploited by developers to offer less provision that is practically required.	Section 15 wording amended to provide greater clarification.
PS-SPD19	Don Mackenzie (The Lymington Society)	15: Departures from the Parking Standards	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	Section 15. Departures from the Parking Standards Principle 13 and para 15.2 and 15.2 We feel as a general principle the standards should be clearly and consistently applied to all developments unless there is justification for an exception to be made. There is no definition of 'significant margin' in 15.2 which lacks clarity.	Section 15 wording amended to provide greater clarification.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD15	Mrs Beata Ginn (National Highways England)	15: Departures from the Parking Standards Principle	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	15: Departures from the Parking Standards Principle We welcome and support principles, which look to ensure that long term consequences are fully understood through developers carrying out surveys to current parking patterns and assessing the impact of not meeting the development's parking needs. We look forward to see evidence presented in Transport Assessment and Statements submitted as part of individual planning applications to justify any departures and in turn understand better impact on safe and efficient operation of both, local and strategic network.	Noted.
PS-SPD15	Mrs Beata Ginn (National Highways England)	16: Transport Assessments or Statements	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	16: Transport Assessments or Statements We are fully supportive of Principle 14 (as required by national policy) that developments that generate significant amounts of movement should be supported by a Transport Assessment or Transport Statement. 16.1 Transport Assessments, Statements and Travel Plans We agree that these can positively contribute to encouraging sustainable travel; lessening traffic generation and its detrimental impacts; reducing carbon emissions and climate impacts; creating accessible, connected, inclusive communities; improving health outcomes and quality of life; improving road safety; and reducing the need for new development to increase existing road capacity or provide new roads. We also agree that Transport Assessment should provide evidence of the accessibility to the site by all modes of transport and give measures that improve public transport; reduce the need for parking and mitigate transport impact. We expect Transport Assessments to also look at the cumulative impacts of multiple developments within a particular area and look to minimise traffic generated at peak times. Similarly, for Transport Statements, which are the 'lighter touch' evaluations.	Noted. To focus the scope of the SPD on to Parking Standards specifically, the document will now reply on existing national and county requirements for Transport Assessments / Travel Plans and remove guidance on this from the SPD.
PS-SPD18	Claire Donnelly (Hythe and Dibden Parish Council)	16: Transport Assessments or Statements	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?		The Parish Council feels that the threshold for when Transport Assessments and Travel Plans are required should be reduced to 20-30 dwellings, where the development would have a significant impact on the area. However, it is also felt that the requirement for this assessment should be location led.	Noted. To focus the scope of the SPD on to Parking Standards specifically, the document will now reply on existing national and county requirements for Transport Assessments / Travel Plans and remove guidance on this from the SPD.
PS-SPD25	Jo Hurd (Ringwood Town Council)	16: Transport Assessments or Statements / 17: Travel Plans / 18: Planning Obligations	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	These sections seem to extend beyond Parking Standards and should be detailed in a separate SPD. It is suggested that the threshold of 50 dwellings for Transport Assessments/Travel Plans is too high and should be reduced to 10. Suggestion 6 – remove sections 16 to 18 and draft these in a separate SPD	The SPD will now reply on existing national and county requirements for Transport Assessments / Travel Plans and remove guidance on this from the SPD.

Consultee Ref	Name	Document section	Consultation Question	Question Answer	Summary of Comments	Officer Comment
PS-SPD15	Mrs Beata Ginn (National Highways England)	17: Travel Plans	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	We support the Principle 15 requiring Travel Plans to be produced with all Transport Assessments as a package of measures that aims to encourage more sustainable modes of transport (walking, cycling, use of bus, car sharing) underpinning what is set out in the national planning policy. We agree that Travel Plans should identify specific required outcomes, targets and measures and set out clear future monitoring and proportionate management arrangements and look to reduce demand for travel by private cars	Noted. To focus the scope of the SPD on to Parking Standards specifically, the document will now reply on existing national and county requirements for Transport Assessments / Travel Plans and remove guidance on this from the SPD.
PS-SPD15	Mrs Beata Ginn (National Highways England)	18: Planning Obligations	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	We support Principle 16, which requires developers to fund the costs of any mitigation measures set out in a Transport Assessment or site Travel Plan required to enable their development and that contribution should be proportionate to the provision of on-site and off-site infrastructure necessary and reasonably required to support the development and mitigate its impacts to achieve sustainable development.	Noted. To focus the scope of the SPD on to Parking Standards specifically, the document will now reply on existing national and county requirements for Transport Assessments / Travel Plans and remove guidance on this from the SPD.
PS-SPD8	Theresa Elliott (New Milton Town Council)	ANNEX 1: NON-RESIDENTIAL CAR PARKING AND CYCLE PARKING STANDARDS	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	Annexe 1: B1a Office: only 1 cycle space is required per 200sqm (rather than 150sqm as per 2012 parking standards document) on long stay. This will lower provision when surely it should be being increased.	Recommended standards were amended to reflect Local Transport Note 1/20 published by the Department for Transport (DfT).
PS-SPD9	Adam Ford (Paul Basham Associates)	ANNEX 1: NON-RESIDENTIAL CAR PARKING AND CYCLE PARKING STANDARDS	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	We notice there are no increase in the provision of cycle parking required at any non-residential land use relative to the previous standards. If anything, the new standards require a decrease in the numbers of cycle parking required. This is contrary to the SPD's aim of "supporting the delivery of sustainable development and reflecting climate change as a key driver for change".	Recommended standards were checked against and amended to reflect Local Transport Note 1/20 published by the Department for Transport (DfT).
PS-SPD9	Adam Ford (Paul Basham Associates)	ANNEX 1: NON-RESIDENTIAL CAR PARKING AND CYCLE PARKING STANDARDS	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	There is no reference within the document to the Class E land uses introduced in September 2020 (instead reference is made to the previous use classes). Reference to Class E within the SPD should be prioritised for applicant clarity.	Wording amended to reflect the revised Use Class Order.
PS-SPD9	Adam Ford (Paul Basham Associates)	ANNEX 1: NON-RESIDENTIAL CAR PARKING AND CYCLE PARKING STANDARDS	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	Acknowledgement of the widely different parking requirements between supermarkets and convenience stores should be considered, where currently both are categorised under the same food retail uses. It undermines the sustainability and climate change credentials of the SPD if overprovision of parking at convenience stores leads to more vehicle trips for those shorter/local journeys.	Noted. The revised SPD introduces the ability for departures for those development, with para 15.5 setting out some of the factors that could be considered.

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PS-SPD9	Adam Ford (Paul Basham Associates)	ANNEX 1: NON-RESIDENTIAL CAR PARKING AND CYCLE PARKING STANDARDS	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	With regards to elderly accommodation, the standards make reference to Active Elderly and Nursing Home, but fail to identify a standard for Retirement Housing, for which there is a lot of demand and a lot of applications in the district. Moreover the Active Elderly standard of 1 space per dwelling seems particularly high when mindful of the numerous McCarthy Stone and Churchill (amongst others) applications/evidence/appeal decisions regarding a much lower level of provision as being appropriate.	Noted.
PS-SPD21	Aynsley Clinton (New Forest Cycle Working Group)	ANNEX 1: NON-RESIDENTIAL CAR PARKING AND CYCLE PARKING STANDARDS	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	Annex 1, Table 8: We believe that in the section 'Private hospitals, community and general hospitals more than 2,500sqm' the recommendation should include cycles and thus read: 'The car AND CYCLE parking provided for staff and visitors will be based on the approved Transport Assessment.'	Noted. Table amended to reflect this.
PS-SPD13	Rachel Edwards (Fordingbridge Town Council)	ANNEX 2: PARKING PRESSURE AND MAIN TOWN CENTRES	8. Do you have any further comments on the draft SPD overall, a specific section, paragraph or table?	Yes	It is not reasonable to consider the incidences of traffic enforcement as Fordingbridge has only had the new parking warden for a short period of time. Before this the parking warden's time was mostly taken up in the car park.	Noted. Whilst this is used as an indicator, all issues affecting the availability of parking in a town centre location will need to be assessed where a reduced parking level is proposed.