

Parking Standards SPD: Consultation Statement

Northampton Borough Council

Parking Standards

Supplementary Planning Document

November 2019



Contents

	Chapter	Page number
1	Introduction	3
2	Consultation Exercise	3
3	Summary of Responses	3
Appendix 1	Public Notice	4
Appendix 2	Summary of Responses, Officer Comments and Proposed Changes	5

Introduction

Supplementary Planning Documents (SPDs) expand upon specific policies within the Development Plan Document Framework with a more detailed wording for that policy and evidence base to support it. The National Planning Policy Framework (NPPF) states that SPDs can be material considerations in planning decisions.

The Parking Standards SPD provides guidance on the appropriate amount of car parking necessary to support new development and expands upon policy 28 of the Northampton Local Plan Part 2 (Submission Draft 2019).

In accordance with Regulation 13 of the Town and Country Planning (England) Regulations 2012, the draft SPD was subject to a six week public consultation period between 8th August and 3rd October (5pm).

This statement of consultation analyses the consultation that was undertaken by the Council, provides a summary of representations received and the Council's responses to these representations.

Consultation Exercise

The formal 6 week consultation for stakeholders and the community took place between 8th August and 3rd October. Letters/emails were sent to statutory consultees, Members and those with an interest in parking standards, and provided further information about the draft SPD and where more information could be found. Copies of key documents were made available at the Council offices and public libraries in Northampton, in all cases feedback forms were made available. This information was included on the public notice which was sent to each consultee.

Summary of Responses

In total, 10 responses were received via completed feedback forms, letters and email. A full schedule of consultation responses for the SPD, with the Council's response, can be found in Appendix 2.

A number of comments have been made which have implications for the scope and content of the document, resulting in amendments to the draft SPD. The changes provide further clarification and guidance on the key principles in relation to parking standards in the Borough. On adoption, the SPD will be a material consideration in the determination of planning applications.

Appendix 1: Public Notice

The Planning and Compulsory Purchase Act 2004
Town and Country Planning (Local Planning) (England) Regulations 2012

In accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012, Northampton Borough Council is consulting on draft Supplementary Planning Documents (SPDs) on Houses in Multiple Occupation, Parking Standards and Specialist Housing.

The SPDs will supplement existing development plan policies set out in the West Northamptonshire Joint Core Strategy, Central Area Action Plan and saved policies of the Northampton Local Plan. When adopted, each of the SPDs will be a material consideration when planning applications are considered by the Council.

Houses in Multiple Occupation SPD

This SPD provides guidance to manage the concentration and impacts of Houses in Multiple Occupation. It is intended to replace the existing Interim Planning Policy Statement.

Parking Standards SPD

This SPD applies Northamptonshire County Council's latest parking standards but expands upon them to incorporate specific guidance to address parking issues in Northampton, including the need to provide infrastructure for charging electric vehicles.

Specialist Housing SPD

This SPD addresses housing needs for older people and disabled people and provides guidance to ensure that new provision is desirable, suitable and in the right locations.

Copies of the draft SPDs can be viewed on the Council's website, from 8th August 2019, by accessing the following link:
www.northampton.gov.uk/draftspd2019

They can also be viewed at:
The One Stop Shop, the Guildhall, St Giles Square, Northampton NN1 1DE, and local libraries, parish council offices and neighbourhood forum venues in Northampton during their normal opening hours.

Period for making representations

Representations are invited on the Houses in Multiple Occupation SPD, Parking Standards SPD and Specialist Housing SPD for a period of eight weeks which begins on 8th August 2019 and ends on 3rd October 2019 at 5:00pm. Comments received during the consultation will be made available for public inspection. Representations received after this time will not be accepted. Only representations received within this period will be considered.

How to make representations and where to send them

You can respond to each of the consultations in one of the following ways:

- Online - using our survey portal, accessible via www.northampton.gov.uk/draftspd2019
- By email - download the representation form, complete it and email it to the Planning Policy Section (clearly marked SPC Consultation) at: planningpolicy@northampton.gov.uk.
- By post - to Planning Policy (SPD Consultation), Northampton Borough Council, Planning Service, St Giles Square, Northampton NN1 1DE

Representations received cannot be treated as confidential and will be publicly available and published on the Council's website. Full postal address, telephone and email details will not be published.

Representations must be received no later than 3rd October 2019 at 5:00pm.

If you have any questions regarding the Supplementary Planning Documents, please contact the Planning Policy Team by email: planningpolicy@northampton.gov.uk

Appendix 2: Representations made, officer response and changes to SPD

Reference	Name	Organisation	Draft SPD Section	Summary of comments	Officer Response	Change to SPD
PS001	Kerrie Ginns	Environment Agency	General	We have no comments to make on the Draft Parking Standards SPD		
PS002	Sharon Henley	Crime Prevention Design Adviser, Northamptonshire Police	3.12 Parking Courts Principle 6 Cycle parking 4.5 Non residential development	3.12 Parking Courts. Parking courts are not approved of by the police service for the following reasons:- they introduce access to the vulnerable rear elevations of dwellings where burglary is mostly perpetrated; in private developments the areas are often unlit; ungated courtyards provide areas of concealment which encourages anti-social behaviour. Where considered absolutely necessary they must be protected by a gate. Any boundaries abutting the court must reduce opportunities for climbing. Please further define 'secure' as listed in principle 2. This should include a requirement to gate which is national police policy. Principle 6 Cycle Parking in an apartment block	Paragraph 3.12 specifies that provision of parking courts must uphold security standards. The policy specifies that properties must be well-lit. The concern regarding areas of concealment concern is valid but, to some extent, mitigated by the fact that the parking court must be observable by the properties they serve. It is agreed that parking courts should be	A further criterion has been added to Principle 2 to ensure that parking courts are gated where possible.

				<p>External communal bike stores should be brick built with a secure lockable door unless located in a securely gated rear amenity area when a covered shelter is acceptable. Internal bike stores within blocks of flats are preferred and should be fitted with a key to thumb turn lock.</p> <p>4.5 Non-residential development A bike stand which encourages the user to lock both wheels and the cross bar to the stand rather than just the cross bar is recommended.</p>	<p>gated if possible, but, depending on the nature of the application site, it might not always be practical. Principle 6 specifies that communal cycle parking stores in apartment blocks should be provided within the fabric of the building and should be brick built.</p> <p>It is accepted best practice in transport policy that Sheffield Stands are used for cycle parking.</p>	
PS003	(Not provided)	Resident or member of the general public	General	<p>Please, please, please do something about the amount of HMOs in the Abington area. The streets are disgusting. Permit parking is needed or at the very least spaces should be painted on the roads to prevent appalling parking.</p> <p>Open up the weird areas of private land that are used to gain</p>	<p>Appropriate amounts of residential car parking must be provided for new residential development. For existing residential development, including HMOs,</p>	None

				<p>parking tickets funds, so residents can actually park. Apply common sense. A HMO of 5 people should NOT be allowed on a street of 3 bedroomed terraced houses with on street parking only. Why is this being approved? No consideration to residents.</p>	<p>the County Council has a standard of one on-plot car parking space per bedroom. A parking survey has to be conducted if this is not possible.</p>	
PS004	Mike Billingham	Great Houghton Parish Council	1.6	<p>The Council is most concerned to read of the recognition for public transport to reduce car traffic, yet also aware of the numerous cuts in bus services that have recently been implemented including cancellation of the bus service to Great Houghton and a number of other nearby villages. The council welcomes the proposed development of park & ride schemes on all major roads into town and would seek that the parking element be free of charge and that all bus passes are recognised for onward travel in order to ensure that elderly residents forced to use their cars due to no longer having a bus service do not have the burden of additional travel costs. The council would seek that action is taken to ensure that retrospective requirement for EV</p>	<p>Northampton Borough Council recognises the Government's intention to increase usage of public transport.</p> <p>Paragraph 5.4 requires the design of new developments to accommodate the move towards electric vehicles, however we cannot dictate requirements for already existing development.</p>	None

				charging points is provided for, especially those in older properties with only on-road parking facilities.		
PS005	Mike Billingham	Great Houghton Parish Council	3.4	The Council would seek that there is a requirement to ensure that all on plot parking areas are designed to allow and ensure sufficient and appropriate drainage to protect against flooding and chemical contamination.	Drainage matters are normally taken into account as part of the surface water drainage scheme for new developments. Chemical contamination is taken into account if the Environment Agency have made the Council aware of a concern relating to the application site.	None
PS006	Ann Plackett	Town Centre Area Action Committee	3.20; Principle 5	The Committee is supported by the Borough Council and its role is to comment on planning applications and other matters related to the town centre conservation areas. We are a statutory consultee on planning matters and have been a continuous voice on heritage matters in the town for over 20 years. The Committee broadly supports		

				<p>the draft SPD. In sensitive locations, such as conservation areas, there is a need for good garage design as set out in paragraph 3.20. In the case of HMOs (paragraph 3.33), on street parking is often unavoidable in the conservation areas, such as the Boot and Shoe Conservation Area. Thus, the Committee supports Principle 5 and the reference to Principle 3 of the draft HMO SPD.</p>		
PS007	Martin Seldon	Highways England	General	Highways England have no comments to make.		
PS008	Emilie Carr	Historic England	General	Reference to design is welcomed. However potential impact on heritage assets should also be included, as an example, such as reference to sensitive design of parking areas within Conservation Areas.		This advice is welcomed and changes have been made to <i>Principle 1: Residential Car Parking.</i>
PS009	Gary Youens	Duston Parish Council	General	Duston Parish Council supports the draft Parking Standards SPD. However, there should be at least 1 parking space per bedroom (excluding the garage). A single parking space should be 3 metres in width and 6.5 metres in length. An enclosed parking space should 3.5 metres in width and 6.5 metres in length. A double parking space should be 6	Northamptonshire County Council Parking Standards set requirement for 1 space per dwelling and 1 parking space per bedroom for a house in multiple occupation.	None

				metres in width and 6.5 metres in length.	The standard parking dimensions in the UK are 4.8m in length by 2.4m in width. The dimensions in the Parking Standards SPD are 5m in length and 2.5m in width. Therefore this is in line with the standards stipulated for lifetime homes. This has the potential to be widened if necessary.	
PS010	R Webb	Resident or member of the general public	General	The Council should show consideration for those who keep medical equipment in their vehicles. Easy access and egress from town centre parking should be facilitated.	Access to and egress from town centre car parks is not an issue covered by the Parking Standards SPD	None