



# Cycle and Car Parking in New Development Supplementary Planning Document (SPD)

## Consultation Statement

May 2023

### Introduction

1. The Council is consulting on a **Draft Cycle and Car Parking in New Development SPD**. The SPD will provide guidance to support policies in the [Hart Local Plan \(Strategy & Sites\) 2032](#).
2. The consultation runs for six weeks from 12<sup>th</sup> May and 23<sup>rd</sup> June 2023. This is two weeks longer than the statutory minimum 4 weeks.
3. The consultation is taking place under Regulations 12 and 13 of the [Town and Country Planning \(Local Planning\) \(England\) Regulations 2012](#).
4. The consultation will be publicised through a press release, the Council's website, and posts across the Council's social media platforms. County and Parish Councillors will also be notified via a Councillor Connect newsletter email. Organisations and individuals on the Planning Policy database will be notified directly by email or letter.
5. The draft SPD and supporting documents can be viewed on the Council's [website](#) or in person during office hours at: Hart District Council's Offices, Harlington Way, Fleet, Hampshire, GU51 4AE, Monday – Thursday 8.30am – 5pm, Friday 8.30am – 4.30pm
6. Representations must be made in writing by email to [planningpolicy@hart.gov.uk](mailto:planningpolicy@hart.gov.uk) or by post to: Planning Policy Team, Hart District Council, Harlington Way, Fleet, Hampshire, GU51 4AE

### Considering comments made

7. Representations received between 12<sup>th</sup> May and 23<sup>rd</sup> June 2023 will be considered when finalising the SPD.
8. Before adopting the SPD, the Council will prepare a statement setting out:
  - The persons the local planning authority consulted when preparing the supplementary planning document;
  - A summary of the main issues raised by those persons; and
  - How those issues have been addressed in the supplementary planning document.

## Previous consultation

9. Where early consultation has taken place prior to the Regulation 12 consultation, this must be detailed in the Consultation Statement and made available alongside the draft SPD.
10. In this case, whilst there has been no formal or widespread consultation on the SPD, it has benefitted from input from both internal and external feedback. The background is set out below.
11. The draft SPD is substantially the same as the current [Cycle and Car Parking in New Development Technical Advice Note \(TAN\)](#) which was endorsed, and in part adopted, by Hart's Cabinet on 4 August 2022.
12. The TAN was informed by work by consultants [i-Transport](#) (their report is available on request).
13. A draft of the TAN was reviewed by [Urban Design Doctor](#) (co-author of [Buildings for a Healthy Life](#)). As a result of this review the TAN was clarified in a number of ways including:
  - Having key messages easily identified at the outset
  - Additional references in the Introduction and Background section
  - Clarify the message about adequate and convenient cycle parking being very important factors in achieving modal shift from cars to cycles.
  - The need to make cycle parking provision at least as convenient as car parking, with at least one space close to the front door of the property.
  - Adequate car parking is important to avoid obstructive parking for pedestrians and cyclists.
  - Guidance around parking courts.
14. The TAN was refined further following discussions at Overview and Scrutiny Committee on 15<sup>th</sup> February 2022 and the Council's Climate Change Working Group on 22<sup>nd</sup> March 2022, before being agreed at [Cabinet on 4<sup>th</sup> August 2022](#).
15. Since then, experience using the TAN for development management purposes has also led some minor refinements to the guidance.

## Screening for Strategic Environment Assessment (SEA)

16. The Council consulted Natural England, Historic England and the Environment Agency for five weeks (from 5 April 2023 to 11 May 2023) on its SEA Screening Opinion. No objections were raised to the Council's conclusion that the SPD is unlikely to result in any significant environmental effects and so does not require a Strategic Environmental Assessment (or a Habitat Regulations Assessment).