

## SDNPA Parking Supplementary Planning Document Consultation

Bramshott and Liphook Parish Council comments on 1<sup>st</sup> draft with SDNPA feedback:

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
Bramshott and Liphook Parish Council (03)	<ul style="list-style-type: none"> <li>• Document does not take into account commuter traffic and parking provision for commuters.</li> <li>• Parking calculator output has criteria applied that are subjective and therefore an inefficient process.</li> <li>• Consultation needs to realistically consider the economic future of settlements and availability of parking.</li> </ul>	<ul style="list-style-type: none"> <li>• The guidance covers parking provision at new non-residential developments where staff commute to that location by car.</li> <li>• The Parking Calculator is to be used with the two principles to allow for flexibility in decision making.</li> <li>• Public car parking in settlements in general, whether for commuters or visitors, is a matter for the local highways authority and the district/borough council.</li> </ul>	<ul style="list-style-type: none"> <li>• None.</li> </ul>

We raised 3 points, the second and third have not been taken further as a) being not relevant as the SDNPA wish to treat each item on a case-by-case basis and b) it is the responsibility of the local highways authority respectively.

We note the latest version of the document now has updated parking provision for non-residential development (page 15, table 2) but again does not include parking space for access to public transport.

Our Point 1 comment, (highlighted above), submitted previously may not have been clearly interpreted and therefore we propose we submit a new comment:

“From what we can ascertain, there does not seem to be provision for parking at those locations where commuters would switch between private transport and public transport, eg bus or train stations. If as indicated in the new draft – page 6, para 3.5, “Again in some locations the option of lower parking provision may be unacceptable as alternative means of travel such as public transport may be very limited.” – public transport or access to public transport maybe limited at a residential development, then use of cars or similar will be needed to get to the nearest public transport station, and that would require adequate provision of car parking space at those stations.”