

ECONOMIC DEVELOPMENT COMMITTEE

16 JUNE 2021

RESIDENTIAL CYCLE AND CAR PARKING STANDARD & DESIGN GUIDE SUPPLEMENTARY PLANNING DOCUMENT

1.0 Purpose of Report

- 1.1 To report the outcomes of the consultation on the Final Draft Residential Cycle and Car Parking Standards and Design Guide SPD and to adopt a finalised SPD as part of the Local Development Framework.

2.0 Background Information

- 2.1 An initial consultation period was undertaken between September and November 2020 to assist in developing the new standards. The consultation received a total of 30 responses. Significant changes were made to the recommended minimum parking standards following this consultation including the introduction of a zonal approach which is considered to better reflect local circumstances and strike the right balance between providing appropriate levels of car parking spaces while also promoting sustainable forms of transport in areas of good public transport accessibility.
- 2.2 The responses to this initial consultation informed the production of a final draft SPD which was consulted upon between January and March 2021. This final consultation received a total of 14 responses. Most consultees were supportive of changes made to the draft SPD. A copy of the responses received to the final consultation are contained in the Consultation Statement along with the Council's proposed response is provided at **Appendix A**.
- 2.3 Following this final consultation, a number of minor changes were made to the SPD, mostly typos. However, an amendment was made to the wording of Figure 4 which brought the text in line with Key Principle 2 in order to reflect the SPD's position as guidance rather than a requirement.
- 2.4 Since the consultation on the final draft SPD, the County Council have adopted a new Highway Design Guide for both new residential and non-residential development. Our Final SPD is broadly consistent with Section 4.1 (Residential Parking) of the Highway Design Guide (2021).

3.0 Proposals

- 3.1 It is therefore proposed that the SPD as set out in **Appendix B** is adopted as part of the Local Development Framework.
- 3.2 Upon Adoption, the District Council will write to those who responded to the consultation informing them of the event, and upload a copy of the SPD and supporting documents to the Council's website. A notice will also be placed in local newspapers.

4.0 Equalities Implications

- 4.1 The Integrated Impact Assessment (IIA) (which incorporates an Equalities Impact Assessment into the Plan Review) has been undertaken on the Amended Core Strategy including Spatial Policy 7 - Sustainable Transport which concluded that the policy maximises the potential opportunities for sustainable transport choices to be made by all and ensuring that major development is well located for convenient access by non-car modes can help support equality of opportunity.
- 4.2 The SPD also has wider positive beneficial implications as it will encourage more reasonable sized parking spaces and internal garage dimensions as standard which will also help support equality of opportunity.

5.0 Digital Implications

- 5.1 There are no digital implications arising from this report.

6.0 Financial Implications FIN21-22/5286

- 6.1 There are no financial implications arising from this report.

7.0 Community Plan – Alignment to Objectives

- 7.1 The Community Plan Objective “Create more and better quality homes through our role as landlord, developer and planning authority” is supported by the production of the SPD as this Objective seeks to provide a positive, proactive and timely planning service which secures good quality homes.
- 7.2 The Community Plan Objective “Continue to maintain the high standard of cleanliness and appearance of the local environment” is indirectly supported by the SPD as it seeks to reduce the likelihood of on street parking in new residential developments and thus improving the appearance of the local environment.

8.0 RECOMMENDATIONS that:

- a) the consultation responses within Appendix A be noted;**
- b) the proposed consultation responses within Appendix A be approved; and**
- c) the Residential Cycle and Car Parking Standards and Design Guide SPD as set out in Appendix B be adopted as a Supplementary Planning Document as part of the Newark & Sherwood Local Development Framework.**

Reason for Recommendations

To allow the Council to adopt detailed guidance on the consideration of residential development proposals as part of the Local Development Framework.

Background Papers

Nil

For further information please contact Emma Raine on Ext 5767

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