

## **ECONOMIC DEVELOPMENT COMMITTEE**

**9 SEPTEMBER 2020**

### **RESIDENTIAL PARKING STANDARDS & DESIGN GUIDE SUPPLEMENTARY PLANNING DOCUMENT**

#### **1.0 Purpose of Report**

- 1.1 To set before Committee a Draft Residential Parking Standards & Design Guide Supplementary Planning Document ('SPD') which has been produced to help provide a framework for determining the level of parking provision (both cycling and cars) within new residential developments and to assist in securing good design of residential parking.
- 1.2 It also seeks approval to undertake an 8 week period of consultation on the document with Members, local residents, developers, Town & Parish Councils and other interested stakeholders.

#### **2.0 Background Information**

- 2.1 Over the next 13 years of the Plan period, there will be significant levels of growth within the District, details of which are set out in the Amended Core Strategy and Allocations & Development Management DPD. The District Council do not currently have any residential parking standards or design criteria and it is vital that not only are we able to secure well designed developments but that new development within the District is support by car parking guidance which responds to modern vehicle dimensions, current and future car ownership levels, advances in technology and best practice in the design and layout of parking.

#### **3.0 Draft Residential Parking & Design Guide SPD**

- 3.1 The need for a Residential Parking & Design Guide was identified by Members as part of a wider design workshop in February 2020. The design workshop comprised of Members, Officers from the Planning Policy Business Unit, Officers from the Planning Development Business Unit and Stefan Kruczkowski, Director of Urban Design Doctor and Co-Author of the new 'Building for a Healthy Life' which superseded 'Building for Life 12' in July 2020. The draft SPD aims to:
  - 1) To provide high quality, well-designed places to live with safe, convenient and useable parking provision;
  - 2) To ensure a consistent and transparent approach to assessing planning applications;
  - 3) To enable a greater choice of more sustainable modes of transport (including cycle parking and electric vehicle charging points within new residential developments);
  - 4) To respond to the particular characteristics of different areas and localities in the District in terms of accessibility by all modes of transport and restrictions on space availability.

- 3.2 A draft of the SPD is attached at **Appendix A**. A supporting Topic Paper is attached at **Appendix B**. The Topic Paper brings together a range of evidence which justifies the Standards proposed in the Draft SPD. 13 case studies have been selected within the District from developments which have been completed within the last 5 years and an assessment of current parking provision has been undertaken in terms of both the quantum of spaces and design. The Topic Paper uses up-to-date thinking on urban design.
- 3.3 The SPD forms part of wider work on design which is intended to be brought in to the Development Plan as part of the Plan Review.

#### **4.0 Consultation on the Draft SPD**

- 4.1 It is proposed to carry out consultation on the draft SPD for an eight week period commencing 14 September 2020.
- 4.2 The consultation will be carried out in line with the Annex to the Statement of Community Involvement also on the committee's agenda. The document will be placed on the Council's website, interested parties such as Town and Parish Council's, developers and representative groups will be alerted to the consultation along with more general publicity via social media.

#### **5.0 Equalities Implications**

- 5.1 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.
- 5.2 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.

#### **6.0 Financial Implications FIN20-21/9664**

- 6.1 There are no financial implications from the proposed SPD.

#### **7.0 Community Plan – Alignment to Objectives**

- 7.1 The Community Plan Objective *“Improve transport infrastructure to reduce congestion and facilitate growth”* is supported by the production of the SPD as this Objective seeks to achieve communities that are better connected.
- 7.2 The Community Plan Objective *“Accelerate the supply of new homes including associated facilities”* is supported by a requirement to provide timely, clear and professional planning advice which the SPD will seek to do so in respect of providing clear planning advice.

7.3 The Community Plan Objective *“Improve the cleanliness and appearance of the local environment”* seeks to keep the streets and public areas clean and tidy. The SPD indirectly supports this by seeking 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 contents of the SPD and accompanying Topic Paper evidence base be noted; and
- b) the Draft Residential Parking and Design SPD (as set out at Appendix A) be approved for an eight weeks public consultation week commencing 14 September 2020.

**Reason for Recommendations**

**To allow for the Draft SPD be subject to public consultation.**

**Background Papers**

Nil

For further information please contact Matthew Tubb on Ext 5850 or Emma Raine Ext 5767

Matt Lamb  
Director - Planning & Regeneration