

## ECONOMIC DEVELOPMENT COMMITTEE

13 JANUARY 2021

### RESIDENTIAL CYCLE & CAR PARKING STANDARDS & DESIGN GUIDE SUPPLEMENTARY PLANNING DOCUMENT

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

1.1 To set before Committee a Final Draft Residential Cycle and Car Parking Standards & Design Guide Supplementary Planning Document ('SPD') which has been amended following the consultation period which closed in November 2020. Due to some significant alterations being made to the SPD, an additional 8 week period of consultation is sought on the document with local residents, developers, Town and Parish Councils and other interested stakeholders.

#### **2.0 Background Information**

2.1 At the end of last year, an initial consultation period was undertaken to assist in developing the new standards. The consultation received a total of 30 responses and some of the main comments and findings include:

- Support for parking standards to be differentiated between more categories (i.e. not just Newark Urban Area and the rest of the District);
- Generally in agreement that garages (both integral and detached) should be counted as a parking space provided that they are of sufficient size to accommodate both a car and storage;
- Consultees support the need for 1 bedroom dwellings to have 1 parking space provided some visitor parking can be accommodated within close proximity to smaller dwellings;
- Support for visitor parking but generally in agreement this should not be quantified and be flexible.

2.2 After the initial consultation closed we contacted a number of consultees again to ensure that they had not missed the opportunity to comment. We received a small number of additional comments. A full analysis of all responses received is provided in the draft Consultation Statement at **Appendix A**.

2.3 The issue was raised as to whether the contents of the SPD meant it did not comply with the Town & Country Planning (Local Planning) (England) Regulations 2012 on the basis the SPD introduces new policies outside of the Development Plan upon which planning permission can be refused. The Council believe the SPD to be fully compliant with the Regulations as the purpose of the SPD is to flesh out the principles of SP7, DM5 and CP9 and will not on its own, regulate applications for planning permission. An explanation of the Regulations is provided in the draft Consultation Statement at Appendix A.

2.4 The responses to this consultation have informed the production of a final draft SPD. Additional work was also undertaken in order to inform the draft standards. Significant changes have been made to the recommended minimum parking standards including the introduction of a zonal approach which is proposed to better reflect local circumstances and strikes 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.

2.5 The overarching principle of the zonal approach is that residential developments located within the most sustainable locations, close to good public transport networks, local facilities and public car parks will require less parking than equivalent development in areas with lower levels of public transport accessibility. The zones are proposed as follows:

- Newark Town Centre;
- Inner Newark
- Rest of Newark Urban Area
- Service Centres (Clipstone, Ollerton & Boughton and Rainworth)
- Rest of the District (including Southwell and Edwinstowe).

2.6 A detailed map of the zones in Newark Urban Area has been produced and is included within the draft SPD at Map 1 and 2 and will enable users to clearly identify which zone an individual site is situated within.

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

3.1 A final draft of the SPD is attached at **Appendix B**. A supporting Topic Paper is attached at **Appendix C**. The Topic Paper brings together a range of evidence which justifies the Standards proposed in the Draft SPD and the evidence base has been updated to reflect the proposal zonal approach.

3.2 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 week commencing 18 January 2021.

4.2 The consultation will be carried out in line with the Statement of Community Involvement and supporting 2020 Annexe. 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 Digital Implications**

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

### **6.0 Equalities Implications**

6.1 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.

6.2 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.

## **7.0 Financial Implications – FIN20-21/7703**

7.1 There are no financial implications from the proposed SPD.

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

8.1 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.

8.2 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.

## **9.0 RECOMMENDATIONS that:**

- a) the proposed responses to consultation set out in Appendix A be approved;
- b) the contents of the amended SPD and accompanying Topic Paper evidence base be noted; and
- c) the Final Draft Residential Parking and Design SPD (as set out at Appendix B) is approved for an eight weeks public consultation week commencing 18 January 2021.

## **Reason for Recommendations**

**To allow for the Final 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

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