



NEWARK & SHERWOOD LOCAL DEVELOPMENT FRAMEWORK

RESIDENTIAL CYCLE AND CAR PARKING STANDARDS & DESIGN GUIDE

SUPPLEMENTARY PLANNING DOCUMENT

FINAL DRAFT JANUARY 2021

Document Passport

Title: Newark and Sherwood Draft Residential Cycle and Car Parking Standards Supplementary Planning Document

Status: Consultation document

Summary: This Supplementary Planning Document ('SPD') sets out the District's recommended approach in relation to parking standards and design of parking provision for new residential development.

As an SPD this document provides further guidance on policies within the District Council's Amended Core Strategy and Allocations and Development Management DPD but does not develop new ones. This document is part of the Council's Local Development Framework and will be a material consideration in the determination of planning applications.

Consultation Summary: The District Council has consulted Elected Members, local residents, landowners, developers, Town and Parish Councils, registered housing providers and other interested parties for a period of 8 weeks from 17th September 2020 to 11th November 2020. Following consideration of representations received, the Council will revise the document and produce an amended document. Due to the nature of the changes it was felt necessary to reconsult before submitting the final version to the Council's Economic Development Committee.

Date of Approval for First Consultation: 9th September 2020

Route of Approval for First Consultation: LDF Task Group (24th August 2020) and Economic Development Committee on 9th September 2020

Date of Approval for Second Consultation:

Route of Approval for Second Consultation: LDF Task Group (16th December 2020) and Economic Development Committee on 13th January 2021

Proposed Consultation period: 18th January 2021 to 12th March 2021

After the consultation: The District Council will consider the responses made to this document and, taking these into account, prepare a finalised Supplementary Planning Document which will be reported to Economic Development Committee for adoption as part of the Local Development Framework.

Estimated Date of Final Adoption:

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Executive Summary

- 0.1 The SPD seeks to encourage the provision of well-designed residential development by setting out clear recommendations and guidance with regards to residential parking when designing new developments. These recommendations are summarised below.

Key Principle 1– Cycle and Car Parking Standards

Developers will be encouraged to provide as a minimum the required amount of cycle and car parking as set out in Table 1 and 2 below for all new residential development.

Table 1: Recommended Cycle Parking Standards (applies to all tenures)

| | Cycle Parking |
|-------------------------|----------------------------|
| 1 bedroom dwellings | Min. 1 space per dwelling |
| 2 & 3 bedroom dwellings | Min. 2 spaces per dwelling |
| 4 + bedroom dwellings | Min. 3 spaces per dwelling |

Additional Requirements / Notes

Every residential development is encouraged to provide secure and undercover long term (or overnight) cycle parking and should provide cycle parking in accordance with the recommended standards above. The figures provided in the table above should be viewed as the encouraged standards as the starting point.

Provision of cycle parking in Town Centre locations will be encouraged to be in line with the table above. If cycle parking is not to be provided in town centre locations (for example due to site-specific constraints relating to the reuse of historic buildings or change of use proposals), it is recommended that an explanation as to why is included in the supporting Design and Access Statement

The use of garages for cycle parking will only be acceptable where it can be demonstrated both cycles and cars can be stored simultaneously (in line with the recommendations in Chapter 4).

In the case of flats and other multi-occupancy buildings, it is expected that each residential unit to have its own secure cycle storage area to offer maximum security for residents' bicycles and their cycling equipment. It is however recognised that this might not always be possible (for example the reuse of historic buildings or change of use proposals).

For non-residential development, the appropriate level of parking provision will be determined on the advice of the Highway's Authority.

For mixed-use development, the starting point will be to achieve the respective levels of parking standards; Table 1 for residential element and the advice of the Highway's Authority for the non-residential element.

Table 2: Recommended Minimum Car Parking Standards (applies to all tenures)

| | <u>Newark Town Centre*</u> | <u>Inner Newark*</u> | <u>Rest of Newark Urban Area (NUA)*</u> | <u>Service Centres (Clipstone, Ollerton & Boughton and Rainworth)</u> | <u>Rest of the District (incl. Southwell and Edwinstowe)</u> |
|---|--|------------------------------|---|---|--|
| 1 bedroom dwellings | <u>Newark Town Centre (as defined in the on Map 1 for the purposes of the SPD) has a range of parking facilities and good public transport connections therefore the Council would not normally expect residential car parking spaces to be provided as part of proposals on town centre sites.</u> | <u>1 space per dwelling</u> | <u>1 space per dwelling</u> | <u>1 space per dwelling</u> | <u>1 space per dwelling</u> |
| 2 bedroom dwellings | | <u>1 space per dwelling</u> | <u>2 spaces per dwelling</u> | <u>2 spaces per dwelling</u> | <u>2 spaces per dwelling</u> |
| 3 bedroom dwellings | | <u>2 spaces per dwelling</u> | <u>2 spaces per dwelling</u> | <u>2 spaces per dwelling</u> | <u>3 spaces per dwelling</u> |
| 4 + bedroom dwellings | | <u>2 spaces per dwelling</u> | <u>3 spaces per dwelling</u> | <u>3 spaces per dwelling</u> | <u>3 spaces per dwelling</u> |
| Visitor / overflow Parking | <u>Visitor / overflow parking will be encouraged where the site cannot deliver the recommended minimum space standards outlined above. On schemes of 10 or more dwellings, visitor parking will be encouraged near smaller dwellings. On schemes of less than 10 dwellings, visitor parking will be encouraged where possible and appropriate. The appropriate quantum will be determined on a case by case basis.</u> | | | | |
| Retirement / sheltered / extra care housing | <u>To be determined on a case by case basis demonstrated by a Transport Assessment, Transport Statement or Travel Plan as appropriate. Survey data of comparable sites and explanation of anticipated car levels relating to the particular care model being proposed will be encouraged. Ambulance and mini-bus siting should also be considered as well as parking for mobility scooters.</u> | | | | |
| Additional Requirements / Notes To accord with Spatial Policy 7 (bullet 5) of the Amended Core Strategy <u>and to implement Paragraph 110 of the Framework</u> , the District Council will seek to encourage the minimum car parking standards as outlined in the table above for new residential development. These figures should be viewed as the recommended minimum standards as the starting point. This includes Houses in Multiple Occupation that require planning permission. A garage (integral and detached), <u>car ports and cart sheds will be</u> counted towards parking space provision if it complies with the design requirements set out in Chapter 4. Where bungalows are proposed, consideration should be given to the secure storage of mobility scooters. <u>In some circumstances, where appropriate, such as the redevelopment and reuse of historic buildings or change of use proposals in sustainable locations or with site specific constraints, the District Council will consider car parking provision below the recommended standards set out above. Applicants are encouraged to explain their approach in the supporting Design and Access Statement submitted with the planning application.</u> For non-residential development, the appropriate level of parking provision will be determined <u>on the advice of the Highway’s Authority</u> . For mixed-use development, the starting point will be to achieve the respective levels of parking standards; Table 2 for the residential element and <u>the advice of the Highway’s Authority</u> for the non-residential element. <u>To accord with Spatial Policy 7 (bullet 6), where development is proposed in areas where an existing deficiency is identified and it is likely to exacerbate these at the expense of highway safety, the Council will seek to secure sufficient off-street parking to provide for the needs of the development. Where proposals involve loss of off-street parking they should be accompanied by an assessment and justification of the impact. Development resulting in the loss of car parking provision will also require justification.</u> | | | | | |

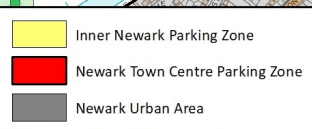
* As defined in Map 1 for the purposes of the SPD.

Map 1: Newark Parking Standard Zones

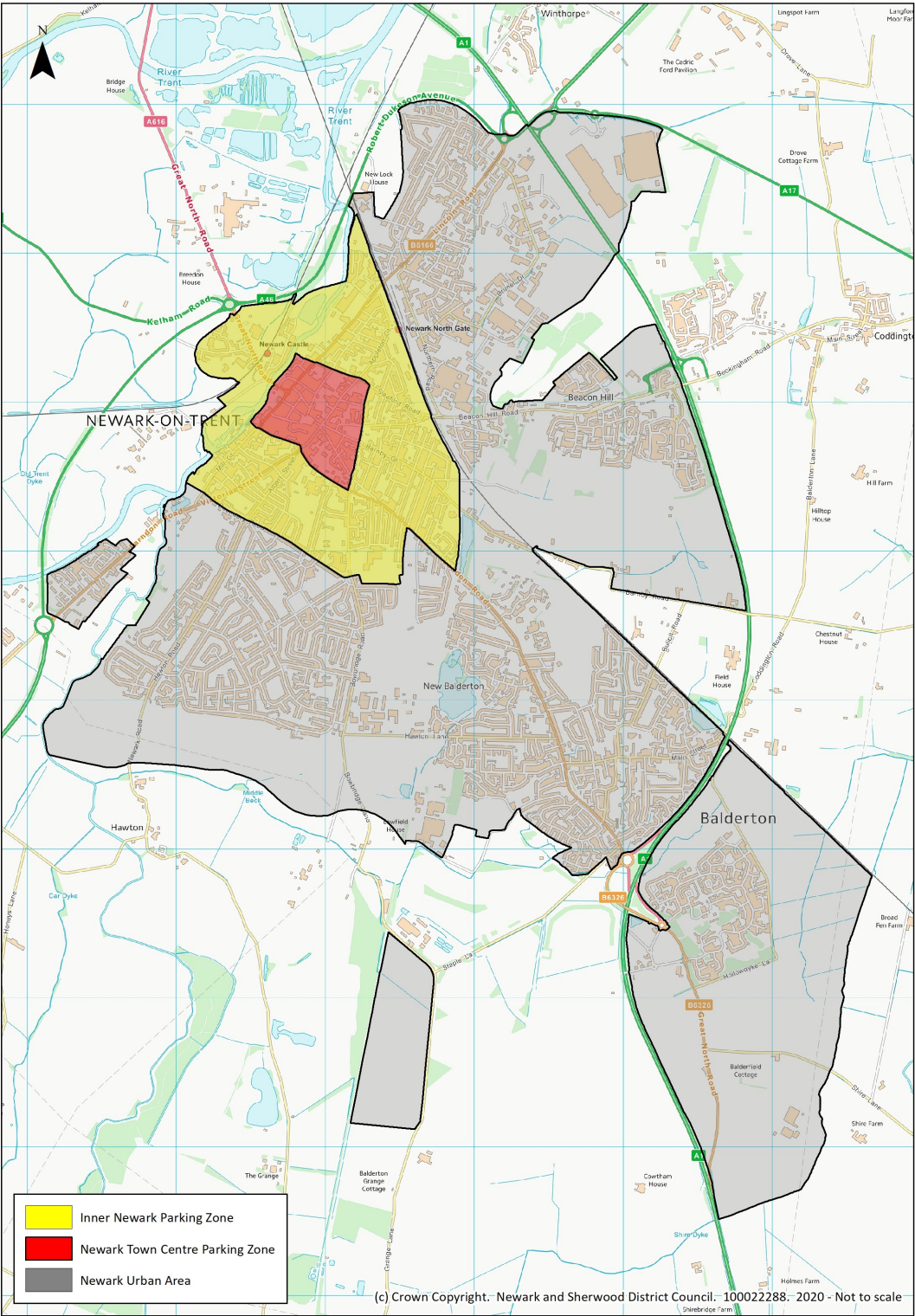
APPENDIX B

NEWARK-ON-TRENT

NEWARK-ON



Map 2: Newark Parking Standard Zones



Key Principle 2 - Design, Location and Layout of Car Parking Spaces

All new housing development will be encouraged to design car parking as follows:

Developers are encouraged to use Building for a Healthy Life (Cycle and Car Parking) or any superseding document to aid discussions and design proposals about any proposed residential development in respect of the design and location of car parking. This will support Spatial Policy 7 (Sustainable Transport) of the Amended Core Strategy (bullet 5) which seeks to provide appropriate and effective parking provision, both on and off-site and ensure that vehicular traffic generated does not create new, or exacerbate existing.

- The Council will seek a variety of on plot car parking solutions to be employed on proposed new developments. The preference is to provide parking on the plot of individual dwellings and where residents can see their cars from within their home (i.e. parking to the front or side of the property);
- On-plot parking solutions such as parking behind the building line (i.e. between individual dwellings) or in front of the building line where an equal amount of space to the surface parking area is provided for soft landscaping;
- Tandem car parking arrangements can form part of a car parking strategy but will not be encouraged to be the only or predominant design solution. A over reliance on tandem parking as a design solution will not be encouraged but it is acknowledged that in some circumstances (i.e. for smaller dwellings) tandem parking may be required;
- Frontage parking can have a detrimental effect on the street scene. A maximum of four bays (to be counted as four parking spaces) are permitted in a line before a minimum break equal in size (length and width) of one parking space should be provided for soft landscaping (e.g. trees [where appropriate] and hedges). Frontage parking which faces each other across the street will be discouraged.
- A loose surface finish will be discouraged in most circumstances, however this may be an appropriate design solution in rural areas and schemes involving heritage assets. The surface finish of the driveway, particularly in the settlement boundary, should comprise permeable surfacing and must be incorporated into a wider sustainable drainage scheme.
- The following is encouraged for parking space sizes (See diagrams on following pages for additional guidance):

| Single /Double Width Parking Spaces / Tandem Parking Spaces | Perpendicular Parking Spaces |
|--|---|
| <u>Single / double width / tandem parking spaces (not including garages) should be a minimum of 3m x 5.5m (or relevant measurements at the time of submission as advised by the Highway's Authority) with an additional 0.3m if bounded by a wall, fence, hedge, line of trees or other similar obstruction on one side and 0.6m if bounded on both sides.</u> | <u>Where more than two parking space is provided side to side, spaces should be a minimum of 2.4m x 5.5m (or relevant measurements at the time of submission advised by the Highway's Authority).</u> |
| <u>A clearance of 0.6m should be provided if a parking space is in directly in front of an up and over garage door.</u> | |

- If garages are to be counted as a car parking space they will be required to have clear internal dimensions of at least 3.3m x 6m per single garage space (including integral garages) with a minimum door width of 2.4m or 6m x 6m per double garage space with a minimum door width of 4.2m (or most up-to-date guidance from Highway's Authority at the time of submission). The applicant will also be encouraged to demonstrate that there is suitable storage provision for items usually stored within a garage (including bicycles if the developer is counting garages as cycle storage). If these two elements are not met, the garage will not be counted as a car parking space. Additional depth and/or width may be required where it cannot be demonstrated that garages have suitable storage provision. This also applies to car ports and cart sheds however it is recognised that in some circumstances, where appropriate, such as the redevelopment and reuse of historic buildings, design may take precedence.
- Rear parking courts will be strongly discouraged due to the cost of quality implementation (often results in poor quality, unattractive and unsafe environments) and the widespread preference of residents to park as close to their front door as possible. Where they are used, they will be required to meet the requirements set out in Appendix 3.

Key Principle 3 - Electric Vehicle Charging Infrastructure

It is recommended that all new housing developments shall provide the following minimum specification:

- Each dwelling with a garage or dedicated parking space within its curtilage shall be provided with an electric vehicle charging point. Where this is not possible to achieve, it is recommended that a dummy charger is installed to enable convenient installation of a charging point on plot at a later date.
- The charging point shall be located where it is easily accessible from a dedicated parking bay and should not pose a health and safety hazard (i.e. trailing across pavements);
- In the case residential developments do not provide one space per dwelling (e.g. an apartment scheme in the town centre) or provide unallocated parking spaces, it is expected that each parking space will still meet the above recommendation specification.

1 Introduction

Purpose of this Document

- 1.1 The purpose of this document is to bring together 'good practice' on the design and quantum of residential parking. The document sets out the recommended minimum parking standards and design principles for parking in new residential developments in the District. This encapsulates both car and cycle parking and will apply when considering planning applications for new residential development. This document seeks to ensure new development provides the right level of parking provision to accommodate demand without over providing, which would lead to developments dominated by the car, or under providing which would result in a shortfall of parking spaces, leading to potential highway safety problems in the future. Good design of car parking provision will also ensure additional strain is not placed on the highway or safety of users. Non-residential development will be dealt with using the Nottinghamshire Highway Design Guide (or equivalent at the time of submission).
- 1.2 The principal objectives associated with developing a set of recommended minimum parking standards and design principles in respect of car parking on new residential developments for the District are as follows:
- To encourage high quality, attractive, well-designed places to live with safe, convenient and useable parking provision;
 - To encourage people to cycle more for short distance trips of three miles or less to improve the health and wellbeing of residents, improve air quality, reduce fuel emissions / energy consumption and release road capacity for those using their cars for longer journeys that cannot easily or practically be completed by cycle;
 - To reduce the risk of anti-social and displaced car parking that can compromise the visual qualities of a street whilst also frustrating the ability of pedestrians (particularly the most vulnerable street users, i.e. wheelchair users and those with visual impairments) to navigate places safely and easily;
 - To ensure a consistent and transparent approach to assessing planning applications;
 - 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.
- 1.3 The document is being produced as a Supplementary Planning Document ('SPD') and is supported by a Topic Paper which outlines the context and rationale for the SPD. It sets out the context for the provision and design of cycle and car parking on new residential development and the details of how the District Council will seek to negotiate these matters. In addition to these recommended parking standards for new residential development, this document also sets out the requirements for electric charging infrastructure provision.
- 1.4 As an SPD, the document provides further guidance on policies within the Council's Development Plan but does not develop new ones. The SPD also assists the Council with the implementation of Paragraph 110 of the Framework. When adopted, this SPD will become part of the Council's Local Development Framework and will be a material consideration in the determination of planning applications.

- 1.5 The aim of this SPD is to support Spatial Policy 7: Sustainable Transport, Core Policy 9 (Sustainable Design) and Policy DM5 (Design) as the Development Plan currently contains no parking standards for new residential development.

Spatial Policy 7: Sustainable Transport

The Council will encourage and support development proposals which promote an improved and integrated transport network and an emphasis on non-car modes as a means of access to services and facilities. In particular the Council will work with the County Council and other relevant agencies to reduce the impact of roads and traffic movement, to support the development of opportunities for the use of public transport, increase rural accessibility and to enhance the pedestrian environment.

Development proposals should contribute to, the implementation of the Nottinghamshire Local Transport Plan and should:

- minimise the need for travel, through measures such as travel plans for all development which generate significant amounts of movement, and the provision or enhancement of local services and facilities;
- provide safe, convenient and attractive accesses for all, including the elderly and disabled, and others with restricted mobility, and provide links to the existing network of footways, bridleways and cycleways, so as to maximise opportunities for their use;
- be appropriate for the highway network in terms of the volume and nature of traffic generated, and ensure that the safety, convenience and free flow of traffic using the highway are not adversely affected;
- avoid highway improvements which harm the environment and character of the area;
- provide appropriate and effective parking provision, both on and off-site, and vehicular servicing arrangements in line with Highways Authority best practice; and
- ensure that vehicular traffic generated does not create new, or exacerbate existing on street parking problems, nor materially increase other traffic problems, taking account of any contributions that have been secured for the provision of off-site works.

The District Council will safeguard locations of highway or public transport schemes identified within the Nottinghamshire Local Transport Plan and its implementation plan.

Development will not be supported where it would prevent the implementation of these schemes. The location of these schemes are identified on the Policies Map. The route of that part of the Southern Link Road which has not been built will be safeguarded and is indicatively defined on the Policies Map and Figure 5 in line with NAP2A and NAP4. The Council will safeguard land for a possible Newark Rail Flyover, to replace the existing flat crossing to the north of Newark Northgate Station, which has been symbolised on the Newark Key Diagram and identified on the Policies Map.

High quality, safe, cycle, footpath and bridleway networks will be safeguarded and extended to provide opportunities to reduce the number of short car journeys and for cycling, walking and horse riding for recreation in the countryside. Disused railway lines will be protected from other forms of development, to safeguard their potential to be reinstated to their former use for commercial or leisure purposes, or to extend the cycling or footpath networks.

All major developments should be well located for convenient access by non-car modes, such as walking, cycling and high quality public transport including those measures set out in national planning policy and policies CP11, NAP 1, NAP 2A, 2B and 2C, SoAP1, ShAP2, ShAP4 and Appendix D of the Core Strategy.

The District Council will promote and support the use of the River Trent for commercial and tourism activities.

Core Policy 9: Sustainable Design

The District Council will expect new development proposals to demonstrate a high standard of sustainable design that both protects and enhances the natural environment and contributes to and sustains the rich local distinctiveness of the District. Therefore all new development should:

- Achieve a high standard of sustainable design and layout that is capable of being accessible to all and of an appropriate form and scale to its context complementing the existing built and landscape environments;
- Through its design, pro-actively manage surface water including, where feasible, the use of Sustainable Drainage Systems;
- Minimise the production of waste and maximise its re-use and recycling;
- Demonstrate an effective and efficient use of land that, where appropriate, promotes the re-use of previously developed land and that optimises site potential at a level suitable to local character;
- Contribute to a compatible mix of uses, particularly in the town and village centres;
- Provide for development that proves to be resilient in the long-term. Taking into account the potential impacts of climate change and the varying needs of the community; and
- Take account of the need to reduce the opportunities for crime and the fear of crime, disorder and anti-social behaviour, and promote safe living environments. The District Council will prepare an SPD which provides guidance to developers on the sustainable design of development and the consideration of making homes fit for purpose over their lifetime including ensuring adaptability and provision of broadband.

Policy DM5—Design

In accordance with the requirements of Core Policy 9, all proposals for new development shall be assessed against the following criteria:

1. Access

Provision should be made for safe and inclusive access to new development. Where practicable, this should make use of Green Infrastructure and as many alternative modes of transport as possible.

2. Parking

Parking provision for vehicles and cycles should be based on the scale and specific location of the development. Development resulting in the loss of parking provision will require justification.

3. Amenity

The layout of development within sites and separation distances from neighbouring development should be sufficient to ensure that neither suffers from an unacceptable reduction in amenity including overbearing impacts, loss of light and privacy.

Development proposals should have regard to their impact on the amenity or operation of surrounding land uses and where necessary mitigate for any detrimental impact.

Proposals resulting in the loss of amenity space will require justification.

The presence of existing development which has the potential for a detrimental impact on new development should also be taken into account and mitigated for in proposals. New development that cannot be afforded an adequate standard of amenity or creates an unacceptable standard of amenity will be resisted.

4. Local Distinctiveness and Character

The rich local distinctiveness of the District's landscape and character of built form should be reflected in the scale, form, mass, layout, design, materials and detailing of proposals for new development.

In accordance with Core Policy 13, all development proposals will be considered against the assessments contained in the Landscape Character Assessment Supplementary Planning Document.

Proposals creating backland development will only be approved where they would be in-keeping with the general character and density of existing development in the area, and would not set a precedent for similar forms of development, the cumulative effect of which would be to harm the established character and appearance of the area.

Inappropriate backland and other uncharacteristic forms of development will be resisted.

Where local distinctiveness derives from the presence of heritage assets, proposals will also need to satisfy Policy DM9.

5. Trees, Woodlands, Biodiversity & Green Infrastructure

In accordance with Core Policy 12, natural features of importance within or adjacent to development sites should, wherever possible, be protected and enhanced. Wherever possible, this should be through integration and connectivity of the Green Infrastructure to deliver multi-functional benefits.

6. Crime & Disorder

The potential for the creation or exacerbation of crime, disorder or antisocial behaviour should be taken into account in formulating development proposals. Appropriate mitigation through the layout and design of the proposal and/or off-site measures should be included as part of development proposals.

7. Ecology

Where it is apparent that a site may provide a habitat for protected species, development proposals should be supported by an up-to date ecological assessment, including a habitat survey and a survey for species listed in the Nottinghamshire Biodiversity Action Plan. Significantly harmful ecological impacts should be avoided through the design, layout and detailing of the development, with mitigation, and as a last resort, compensation (including off-site measures), provided where significant impacts cannot be avoided.

8. Unstable Land

Development proposals within the current and historic coal mining areas of the district should take account of ground conditions, land stability and mine gas, and where necessary include mitigation measures to ensure they can be safely implemented.

9. Flood Risk and Water Management

The Council will aim to steer new development away from areas at highest risk of flooding. Development proposals within Environment Agency Flood Zones 2 and 3 and areas with critical drainage problems will only be considered where it constitutes appropriate development and it can be demonstrated, by application of the Sequential Test, that there are no reasonably available sites in lower risk Flood Zones.

Where development is necessary within areas at risk of flooding it will also need to satisfy the Exception Test by demonstrating it would be safe for the intended users without increasing flood risk elsewhere.

In accordance with the aims of Core Policy 9, development proposals should wherever possible include measures to pro-actively manage surface water including the use of appropriate surface treatments in highway design and Sustainable Drainage Systems.

10. Advertisements

Proposals requiring advertisement consent will be assessed in relation to their impact on public safety, the appearance of the building on which they are sited or the visual amenity of the surrounding area.

Document Structure

- 1.6 The document is divided into 4 chapters. Chapters 1 and 2 help set the context, introducing the planning policy context. Chapters 3 and 4 set out the minimum parking standards and design principles expected by the Council. The Council appreciates that some of the terms and concepts may be new to some readers, so please see the glossary at Appendix 1.

Acknowledgements

- 1.7 The District Council would like to thank Stefan Kruckowski for assisting us in the preparation of this SPD including the provision of drawings and photographs.

Displaced and anti-social car parking is where cars are parked in a way that frustrates the ability of other street users to use the public realm comfortably, safely and easily. Half on and half off pavement car parking is commonplace. It is also not unusual to see cars fully parked (all four wheels) on pavements and/or cycle routes. The causes of this are partly due to the lack of enforcement and legislation; and partly associated with insufficient amounts of car parking provision (on plot or within the street). Over reliance on tandem car parking arrangements is also a cause of displaced and anti-social car parking.



2 Planning Policy Context

- 2.1 This SPD has been prepared in accordance with national and local planning and housing policies and guidance, which are summarised below.

National Planning Policy Context

- 2.2 The **National Planning Policy Framework (2019)*** ('NPPF') sets out the Government's key objectives and requires Local Plan's to be prepared positively in a way which is aspirational but deliverable, to be prepared with the objective of contributing to the achievement of sustainable development and to serve a clear purpose (Paragraph 16).
- 2.3 Paragraph 26 outlines that to provide maximum clarity about design expectations at an early stage, SPD's should use visual tools such as design guides and codes to provide a framework for creating distinctive places, with a consistent and high quality standard of design. The level of detail and degree of prescription should be tailored to the circumstances in each place and should allow a suitable degree of variety where this would be justified.
- 2.4 Paragraph 31 outlines that the preparation and review of all policies should be underpinned by relevant and up-to-date evidence which should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned and take into account relevant market signals. Although the SPD will not form part of the Development Plan, it does support its implementation and so it is considered essential that the preparation of the document is underpinned by requirements of Paragraph 31 to ensure robustness.
- 2.5 Paragraph 102 of the NPPF requires that transport issues be considered from the earliest stages of development proposals and plan-making so that patterns of movement, streets, parking and

other transport considerations are integral to the design of schemes and contribute to plan-making and decision-making. Paragraph 104 requires that planning policies provide for high quality walking and cycling networks and supporting facilities such as cycle parking.

2.6 In respect of local parking standards for residential development, Paragraph 105 of the NPPF requires the following to be taken into account:

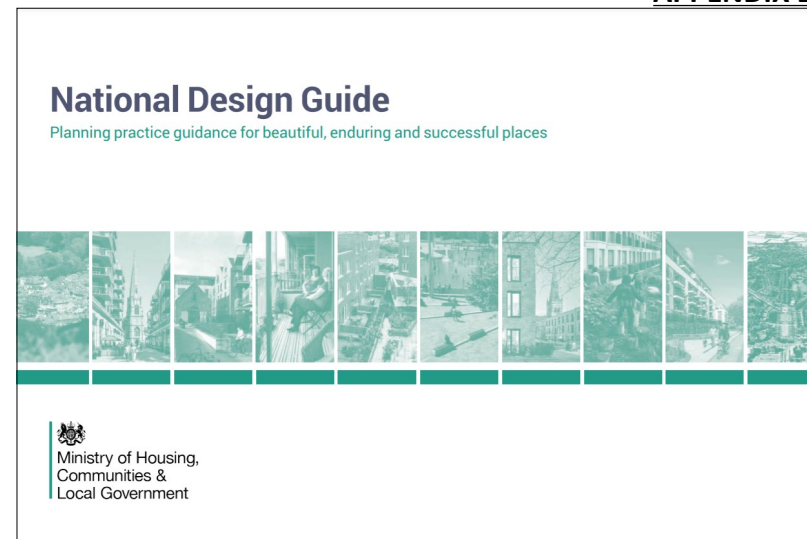
- The accessibility of the development;
- The type, mix and use of the development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

2.7 Paragraph 106 of the NPPF states that maximum parking standards for residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of the NPPF).

2.8 Paragraph 110 of the NPPF expects applications for development to consider a number of criteria including to address the needs of people with disabilities and reduced mobility in relation to all modes of transport and be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

*National Planning Policy Framework 2019. See https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

- 2.9 The **National Design Guide** sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the Government's collection of planning practice guidance.
- 2.10 Paragraph 66 states that *"Well-designed places also use the right mix of building types, forms and scale of buildings and public spaces to create a coherent form of development that people enjoy. They also adopt strategies for parking and amenity that support the overall quality of the place."*
- 2.11 Paragraph 74 explains that *"Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality spaces for people to enjoy. They also form a crucial component of urban character. Their success is measured by how they contribute to the quality and character of the place, not only how well they function."*
- 2.12 Paragraph 85 highlights the importance of well-designed car and cycle parking at home. It states that *"Well-designed car and cycle parking at home and at other destinations is conveniently sited so that it is well used. This could be off-street to avoid on-street problems such as pavement parking or congested streets. It is safe and meets the needs of different users including occupants, visitors and people with disabilities. It may be accommodated in a variety of ways, in terms of location, allocation and design."* It goes on to state in Paragraph 86 that *"well-designed parking is attractive, well-landscaped and sensitively integrated into the built form so that it does not dominate the development or the street scene. It incorporates green infrastructure, including trees, to soften the visual impact of cars, help improve air quality and contribute to biodiversity. Its arrangement and positioning relative to buildings limit its impacts, whilst ensuring it is secure and overlooked."*



- 2.13 The National Design Guide requires in paragraph 87 that electric vehicle spaces and charging points are to be considered *"so they are suitably located, sites and designed to avoid street clutter"*.
- 2.14 LTN 1/20 (2020) is a local transport note published by the Government which provides guidance to local authorities on delivering high quality, cycle infrastructure. It recommends a number of design principles relevant to the design of new residential developments. Paragraph 11.2.5 states that cycle parking in dwellings must be convenient, either in the home, within the building or in the immediate vicinity. Paragraph 11.3.1 states that a local authority may set out minimum or preferred capacity standards and acceptable types of cycle parking in local planning guidance (and where they do not, recommends 1 space per bedroom).

Local Planning Policy Context

- 2.15 The Development Plan for the District is comprised of two parts; the Amended Core Strategy (2019) and the Allocation and Development Management Policies DPD (2013). These documents are supported by a number of Supplementary Planning Documents and Neighbourhood Plans.

Amended Core Strategy (2019)

- 2.16 Spatial Policy 7 (Sustainable Transport) expects development proposals to provide appropriate and effective parking provision, both on and off-site and to ensure that the vehicular traffic generated does not create new, or exacerbate existing, on street parking problems nor materially increase other traffic problems.
- 2.17 Core Policy 9 (Sustainable Design) expects new development proposals to demonstrate a high standard of sustainable design that protects and enhances the natural environment and contributes to and sustains the rich local distinctiveness of the District. All new development is required to meet a number of criterion, including to provide for development that proves to be resilient in the long-term taking into account the potential impacts for climate change and varying needs of the community.

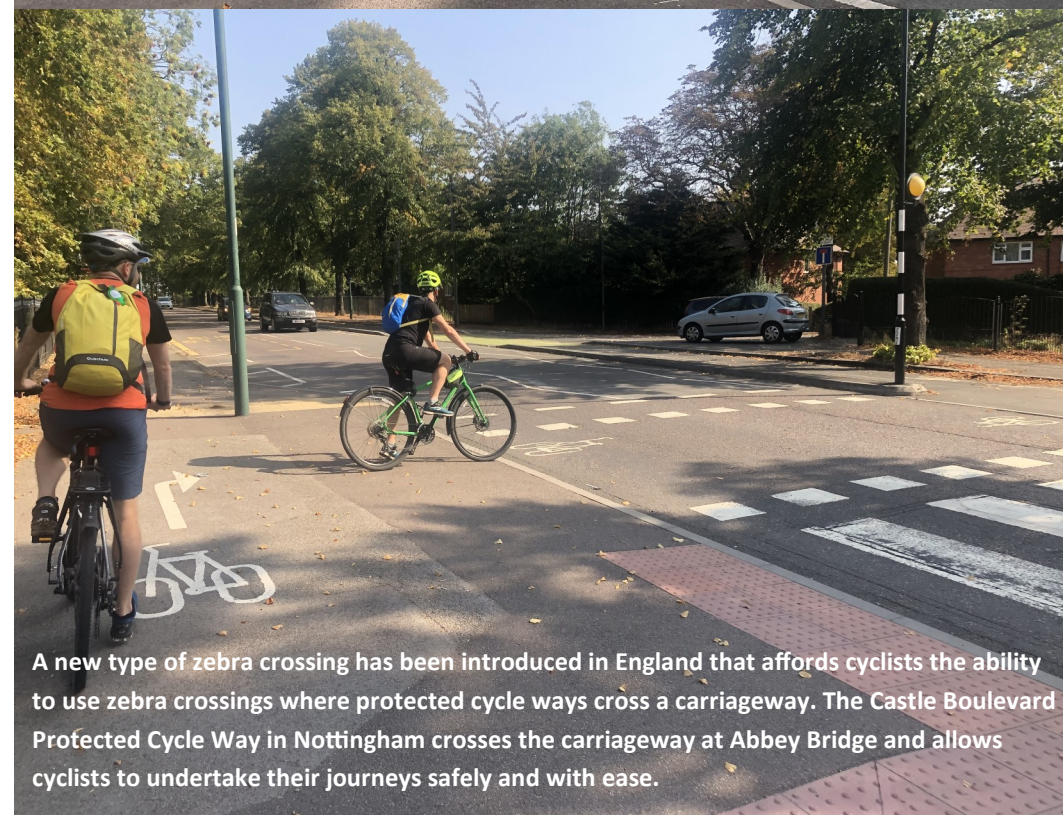
Allocations and Development Management Policies DPD (2013)

- 2.18 Policy DM5 expects proposals for new development to be assessed against the following criteria; access, parking, amenity, local distinctiveness and character, trees, woodlands, biodiversity and green infrastructure, crime and disorder, ecology, unstable land, flood risk and water management and advertisements.
- 2.19 In respect of parking, the policy stipulates that parking provision for vehicles and cycles should be based on the scale and specific location of the development and development resulting in the loss of parking provision will require justification.

Neighbourhood Planning

- 2.20 There are also a number of Neighbourhood Plans which form part of the Development Plan for the District and are relevant in the determination of planning applications, within the relevant neighbourhood areas. Many of these Neighbourhood Plans refer to parking issues. The following link provides access to the 'made' Neighbourhood Plans in the District:

<https://www.newark-sherwooddc.gov.uk/planningpolicy/madeneighbourhoodplans/>



A new type of zebra crossing has been introduced in England that affords cyclists the ability to use zebra crossings where protected cycle ways cross a carriageway. The Castle Boulevard Protected Cycle Way in Nottingham crosses the carriageway at Abbey Bridge and allows cyclists to undertake their journeys safely and with ease.

3 Residential Parking Standards

- 3.1 The Council's recommended minimum residential parking standards should seek to strike a balance between providing sufficient on-site parking to meet residents' needs, environmental sustainability and good design.

Key Principle 1– Cycle and Car Parking Standards

Developers will be encouraged to provide as a minimum the required amount of cycle and car parking as set out in Table 1 and 2 below for all new residential developments.

Recommended Minimum Parking Standards

- 3.2 In order to support non-car travel minimum cycle parking requirements have also been incorporated into the recommended parking standards. These cycle parking standards are set out in Table 1. There will be some flexibility to sites in rural areas.
- 3.3 The use of garages for cycle parking will only be acceptable where It can be demonstrated both cycles and cars can be stored simultaneously (in line with the recommendations in Chapter 4). Sheds are not considered a suitable location for cycle parking on the basis that their location and design is typically inconvenient.

Table 1: Recommended Cycle Parking Standards (applies to all tenures)

| | Cycle Parking |
|-------------------------|----------------------------|
| 1 bedroom dwellings | Min. 1 space per dwelling |
| 2 & 3 bedroom dwellings | Min. 2 spaces per dwelling |
| 4 + bedroom dwellings | Min. 3 spaces per dwelling |

Additional Requirements / Notes

Every residential development is encouraged to provide secure and undercover long term (or overnight) cycle parking and should provide cycle parking in accordance with the recommended standards above. The figures provided in the table above should be viewed as the encouraged standards as the starting point.

Provision of cycle parking in Town Centre locations will be encouraged to be in line with the table above. If cycle parking is not to be provided in town centre locations (for example due to site-specific constraints relating to the reuse of historic buildings or change of use proposals), an explanation as to why is recommended by the Council to be included in the supporting Design and Access Statement.

The use of garages for cycle parking will only be acceptable where it can be demonstrated both cycles and cars can be stored simultaneously (in line with the recommendations in Chapter 4).

In the case of flats and other multi-occupancy buildings, it is expected that each residential unit to have its own secure cycle storage area to offer maximum security for residents' bicycles and their cycling equipment. It is however recognised that this might not always be possible (for example reuse of historic buildings or change of use proposals).

For non-residential development, the appropriate level of parking provision will be determined on the advice of the Highway's Authority.

For mixed-use development, the starting point will be to achieve the respective levels of parking standards; Table 1 for residential element and the advice of the Highway's Authority for the non-residential element.

Protected cycleways along busy streets and junctions combined with cycle friendly streets will encourage a modal shift for shorter trips by bicycle.



- 3.4 Developers should provide an adequate amount of safe parking which is appropriate to scale, location and character of the development. These standards apply to all new residential developments and do not seek to be retrospective. In applying the recommended standards in Table 1, applicants must also take into account the additional requirements / notes set out below in the table. Table 2 provides standards based on the number of bedrooms a dwelling has.
- 3.5 Where appropriate, the Council will seek to be flexible and pragmatic towards parking provision in new residential development. Provision of adequate parking in line with expected future car ownership levels is a priority of the District Council because this can impact on whether new residential development is successful. If adequate parking provision is not delivered in new developments, then inappropriate parking will occur causing inconvenience, road safety issues and unattractive street scenes.

Table 2: Recommended Minimum Car Parking Standards (applies to all tenures)

| | <u>Newark Town Centre*</u> | <u>Inner Newark*</u> | <u>Rest of Newark Urban Area (NUA)*</u> | <u>Service Centres (Clipstone, Ollerton & Boughton and Rainworth)</u> | <u>Rest of the District (incl. Southwell and Edwinstowe)</u> |
|---|--|------------------------------|---|---|--|
| 1 bedroom dwellings | <u>Newark Town Centre (as defined in the on Map 1 for the purposes of the SPD) has a range of parking facilities and good public transport connections therefore the Council would not normally expect residential car parking spaces to be provided as part of proposals on town centre sites.</u> | <u>1 space per dwelling</u> | <u>1 space per dwelling</u> | <u>1 space per dwelling</u> | 1 space per dwelling |
| 2 bedroom dwellings | | <u>1 space per dwelling</u> | <u>2 spaces per dwelling</u> | <u>2 spaces per dwelling</u> | 2 spaces per dwelling |
| 3 bedroom dwellings | | <u>2 spaces per dwelling</u> | <u>2 spaces per dwelling</u> | <u>2 spaces per dwelling</u> | 3 spaces per dwelling |
| 4 + bedroom dwellings | | <u>2 spaces per dwelling</u> | <u>3 spaces per dwelling</u> | <u>3 spaces per dwelling</u> | 3 spaces per dwelling |
| Visitor / overflow Parking | <u>Visitor / overflow parking will be encouraged where the site cannot deliver the recommended minimum space standards outlined above. On schemes of 10 or more dwellings, visitor parking will be encouraged near smaller dwellings. On schemes of less than 10 dwellings, visitor parking will be encouraged where possible and appropriate. The appropriate quantum will be determined on a case by case basis.</u> | | | | |
| Retirement / sheltered / extra care housing | <u>To be determined on a case by case basis demonstrated by a Transport Assessment, Transport Statement or Travel Plan as appropriate. Survey data of comparable sites and explanation of anticipated car levels relating to the particular care model being proposed will be encouraged. Ambulance and mini-bus siting should also be considered as well as parking for mobility scooters.</u> | | | | |

Additional Requirements / Notes

To accord with Spatial Policy 7 (bullet 5) of the Amended Core Strategy and to implement Paragraph 110 of the Framework, the District Council will seek to encourage the minimum car parking standards as outlined in the table above for new residential development. These figures should be viewed as the recommended minimum standards as the starting point. This includes Houses in Multiple Occupation that require planning permission.

A garage (integral and detached), car ports and cart sheds will be counted towards parking space provision if it complies with the design requirements set out in Chapter 4. Where bungalows are proposed, consideration should be given to the secure storage of mobility scooters.

In some circumstances, where appropriate, such as the redevelopment and reuse of historic buildings or change of use proposals in sustainable locations or with site specific constraints, the District Council will consider car parking provision below the recommended standards set out above. Applicants are encouraged to explain their approach in the supporting Design and Access Statement submitted with the planning application.

For non-residential development, the appropriate level of parking provision will be determined on the advice of the Highway's Authority. For mixed-use development, the starting point will be to achieve the respective levels of parking standards; Table 2 for the residential element and the advice of the Highway's Authority for the non-residential element.

To accord with Spatial Policy 7 (bullet 6), where development is proposed in areas where an existing deficiency is identified and it is likely to exacerbate these at the expense of highway safety, the Council will seek to secure sufficient off-street parking to provide for the needs of the development. Where proposals involve loss of off-street parking they should be accompanied by an assessment and justification of the impact. Development resulting in the loss of car parking provision will also require justification.

4 Parking Design and Layout in Residential Developments

- 4.1 Spatial Policy 7 (bullet 5) requires development proposals to provide appropriate and effective parking provision and not create new, or exacerbate existing, on street parking problems. CP9 requires all new development is required to meet a number of criterion, including to provide for development that proves to be resilient in the long-term taking into account the potential impacts for climate change and varying needs of the community. Therefore the parking design and layout in new residential development is important to support this supplementary planning guidance.
- 4.2 As well as achieving the appropriate levels of parking provision within the development, the design, location, layout and futureproofing of the parking spaces will also influence the success of the development. Displaced parking is a significant issue of concern to our communities. It also affects the visual amenity of the streetscape and can significantly compromise the use of streets as social spaces. It also frustrates the ability of pedestrians, particularly those with visual or physical restrictions, to use streets safely and easily. The causes of displaced parking can be attributed to the lack of sufficient parking provision, over reliance on tandem parking, narrow kerb to kerb distances (carriageway widths), over reliance on counting garages as parking spaces, lack of shared/visitor parking but also remote, isolated and poorly designed rear car parking courtyards.
- 4.3 A poorly designed residential development can often lead to inappropriate on-street vehicle parking due to:
- Poor layout and configuration of individual plots (off-plot parking)
 - Poorly located and designed parking courts;
 - Failure to provide on-plot or allocated parking can increase on-street parking which can be a hazard to pedestrians / disabled etc.;
 - Garages of insufficient size.



Parking courtyards are often unpopular and unattractive spaces



Poorly designed parking and/or a lack of spaces can result in high levels of displaced and at times, antisocial parking that can frustrate the needs of other street users.



Disconnected street patterns frustrate people's ability to move within their communities particularly by foot and by bicycle; and can contribute towards increased car usage particularly for shorter journeys. Here two adjacent developments fail to provide the ability for people to move easily from one side of the development to the other.

Frontage parking where the space equivalent to a parking space is given over to green relief every 2-4 bays can reduce the dominance of parking.



Higher quality hard surfacing cannot compensate for a street dominated by parked cars. Limited soft landscaping has limited effect on the visual impact of parked cars.

APPENDIX B

Design, Location and Layout of Car Parking Spaces

- 4.4 It is important that new residential development not only provides adequate parking but that it is also fully integrated into the design. The location and design of vehicle parking has a fundamental bearing on the density, design and quality of a scheme. The Council not only endorses Building for a Healthy Life, but has developed further local good design principles, as set out below.
- 4.5 All developments should contribute positively to the creation of well-designed buildings and spaces. Through good design, practical and meaningful places can be created and sustained over the longer term. Good design is essential in creating places that work well and looks good. The following design principles are expected in new housing developments, and where absent then this will require justification.
- 4.6 Development proposals need to balance parking provision, its location and layout with the overall aim of good design and attractive and safe places. Tandem parking, excessive frontage parking and rear parking courts are discouraged. These are poor design solutions which have the potential to increase on street parking at detriment to the attractiveness of the development and safety of cyclists and pedestrians.



Little or no soft landscaping has limited effect on the visual impact of parked cars, particularly if soft landscaping merely comprises of grass which enables households to park on this area (see red Vauxhall Astra in picture).

Key Principle 2 - Design, Location and Layout of Car Parking Spaces

All new housing development will be encouraged to design car parking as follows:

Developers are encouraged to use Building for a Healthy Life (Cycle and Car Parking) or any superseding document to aid discussions and design proposals about any proposed residential development in respect of the design and location of car parking. This will support Spatial Policy 7 (Sustainable Transport) of the Amended Core Strategy (bullet 5) which seeks to provide appropriate and effective parking provision, both on and off-site and ensure that vehicular traffic generated does not create new, or exacerbate existing.

- The Council will seek a variety of on plot car parking solutions to be employed on proposed new developments. The preference is to provide parking on the plot of individual dwellings and where residents can see their cars from within their home (i.e. parking to the front or side of the property);
- On-plot parking solutions such as parking behind the building line (i.e. between individual dwellings) or in front of the building line where an equal amount of space to the surface parking area is provided for soft landscaping;
- Tandem car parking arrangements can form part of a car parking strategy but will not be encouraged to be the only or predominant design solution. A over reliance on tandem parking as a design solution will not be encouraged but it is acknowledged that in some circumstances (i.e. for smaller dwellings) tandem parking may be required;
- Frontage parking can have a detrimental effect on the street scene. A maximum of four bays (to be counted as four parking spaces) are permitted in a line before a minimum break equal in size (length and width) of one parking space should be provided for soft landscaping (e.g. trees [where appropriate] and hedges). Frontage parking which faces each other across the street will be discouraged.
- A loose surface finish will be discouraged in most circumstances, however this may be an appropriate design solution in rural areas and schemes involving heritage assets. The surface finish of the driveway, particularly in the settlement boundary, should comprise permeable surfacing and must be incorporated into a wider sustainable drainage scheme.
- The following is encouraged for parking space sizes (See diagrams on following pages for additional guidance):

| Single /Double Width Parking Spaces / Tandem Parking Spaces | Perpendicular Parking Spaces |
|--|---|
| <u>Single / double width / tandem parking spaces (not including garages) should be a minimum of 3m x 5.5m (or relevant measurements at the time of submission as advised by the Highway's Authority) with an additional 0.3m if bounded by a wall, fence, hedge, line of trees or other similar obstruction on one side and 0.6m if bounded on both sides.</u> | <u>Where more than two parking space is provided side to side, spaces should be a minimum of 2.4m x 5.5m (or relevant measurements at the time of submission advised by the Highway's Authority).</u> |
| <u>A clearance of 0.6m should be provided if a parking space is in directly in front of an up and over garage door.</u> | |

- If garages are to be counted as a car parking space they will be required to have clear internal dimensions of at least 3.3m x 6m per single garage space (including integral garages) with a minimum door width of 2.4m or 6m x 6m per double garage space with a minimum door width of 4.2m (or most up-to-date guidance from Highway's Authority at the time of submission). The applicant will also be encouraged to demonstrate that there is suitable storage provision for items usually stored within a garage (including bicycles if the developer is counting garages as cycle storage). If these two elements are not met, the garage will not be counted as a car parking space. Additional depth and/or width may be required where it cannot be demonstrated that garages have suitable storage provision. This also applies to car ports and cart sheds however it is recognised that in some circumstances, where appropriate, such as the redevelopment and reuse of historic buildings, design may take precedence.
- Rear parking courts will be strongly discouraged due to the cost of quality implementation (often results in poor quality, unattractive and unsafe environments) and the widespread preference of residents to park as close to their front door as possible. Where they are used, they will be required to meet the requirements set out in Appendix 3.

Figure 1: Recommended Dimensions of Single Width / Tandem Parking Spaces

Key dimensions for two tandem car parking spaces

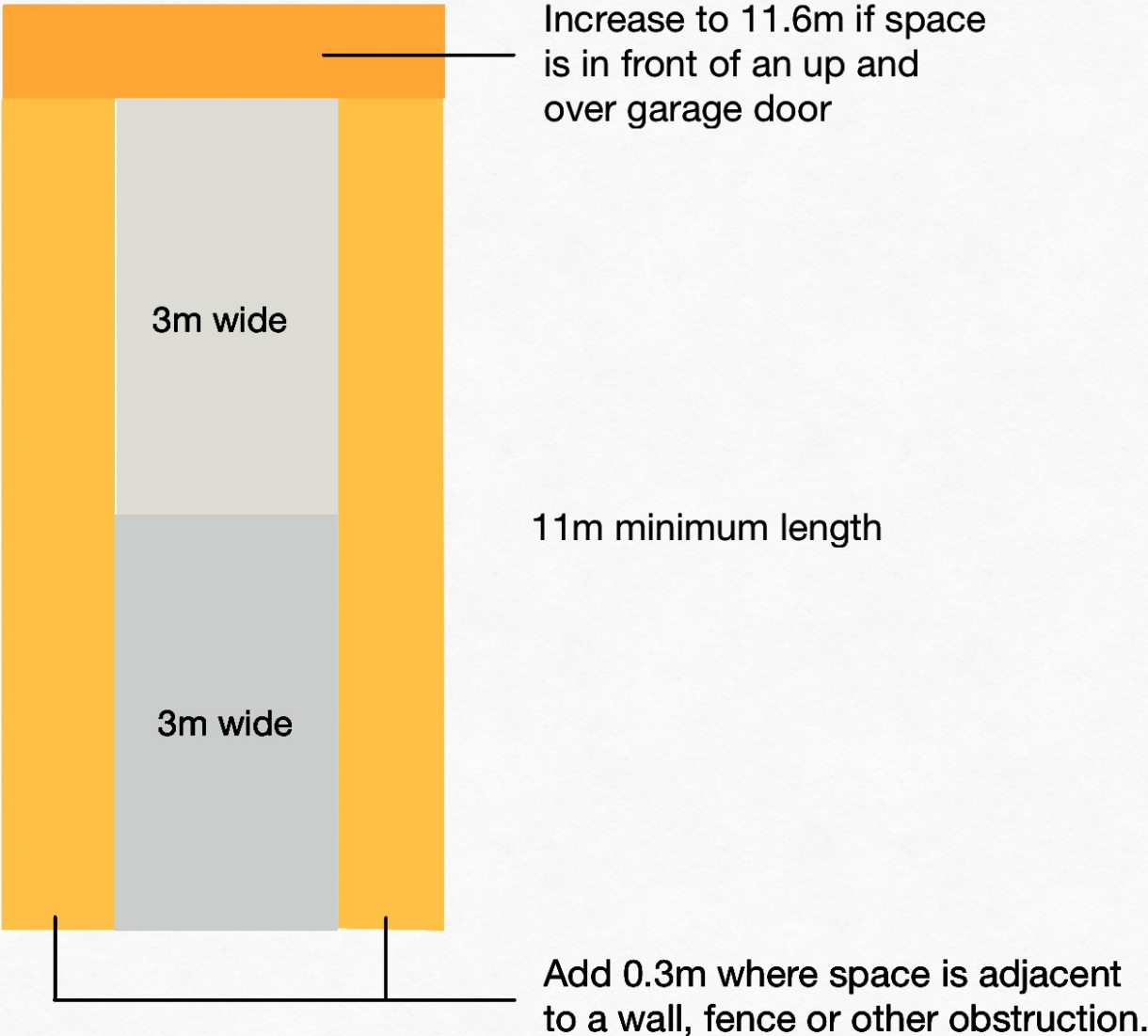
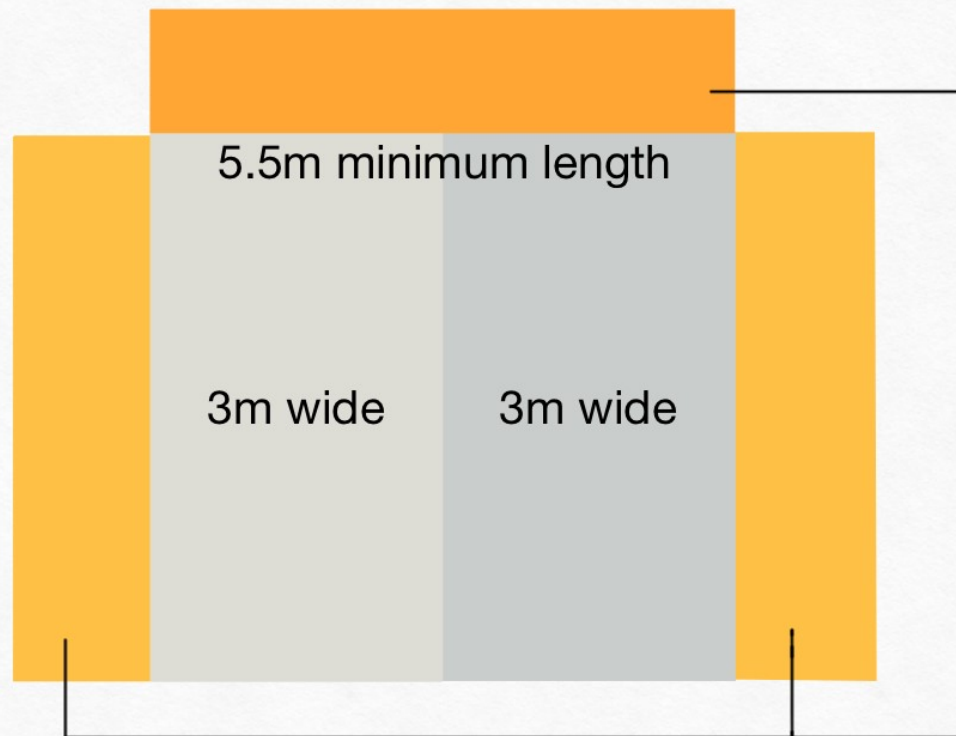


Figure 2: Recommended Double Width Parking Space Dimensions

Key dimensions for two side by side car parking spaces



Increase to 6.1m if space is in front of an up and over garage door

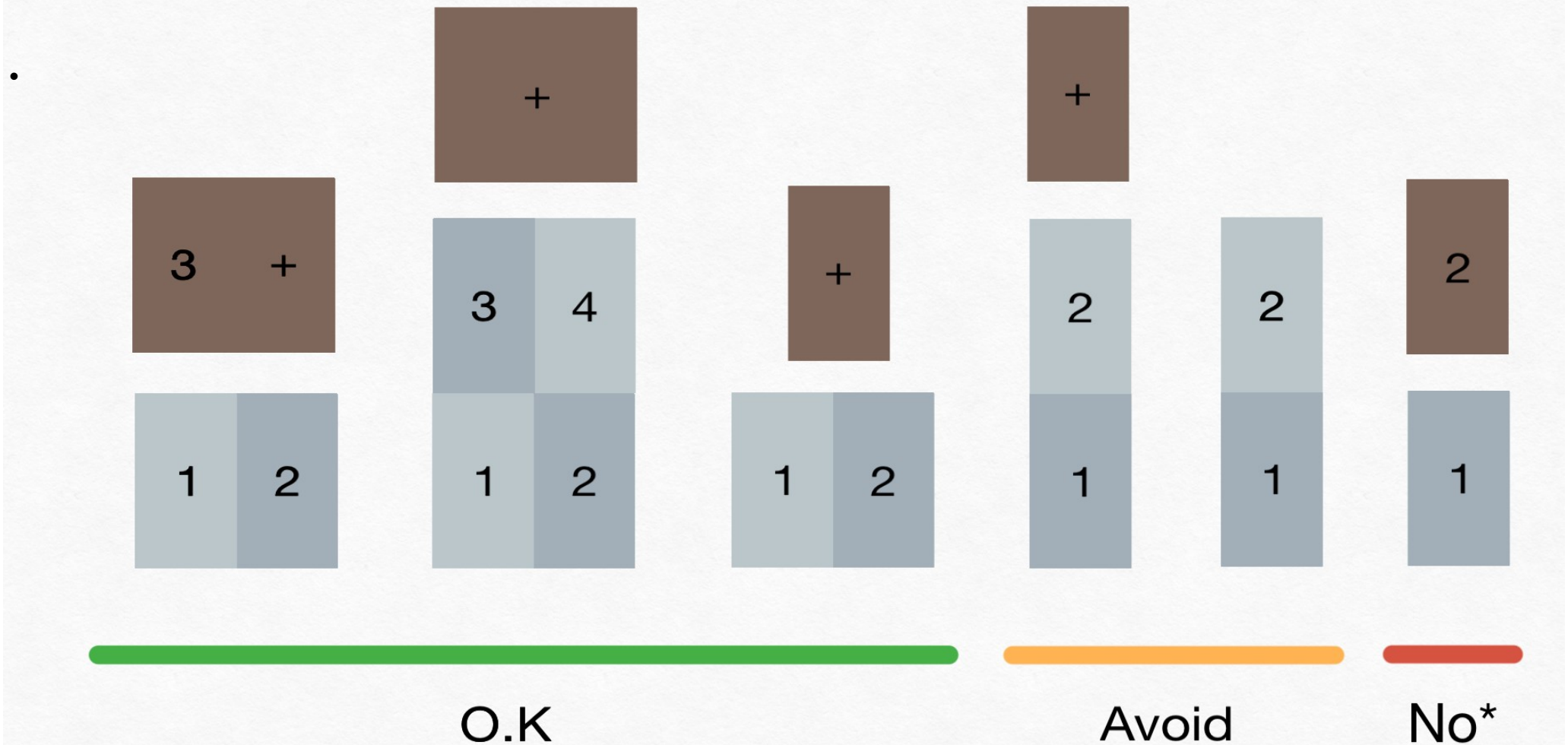
Add 0.3m where space is adjacent to a wall, fence or other obstruction.



Three affordable units (3 bedrooms) in Rainworth—A mix of parking solutions and appropriate landscaping can successfully integrate parking into the design of a scheme.

Figure 3: Tandem Parking

Tandem car parking arrangements can form part of a car parking strategy but will not be encouraged to be the only or predominant design solution. An over reliance on tandem parking as a design solution will not be encouraged but it is acknowledged that in some circumstances (i.e. for smaller dwellings), tandem parking may be required. The diagram below is not an exhaustive list of examples of good and bad examples.



* Garage only counted as a car parking space if all other policy requirements are satisfied.

+ Denotes additional parking or storage space within garage.

Figure 4: The 4:1 Rule for Frontage Parking

A maximum of four bays (to be counted as four parking spaces) are permitted in a line before a minimum break equal in size (length and width) of one parking space is provided for soft landscaping. Soft landscaping will be designed to be taller than cars, as such trees will be required. Rows of frontage parking of four bays will only be permitted on one side of the street.

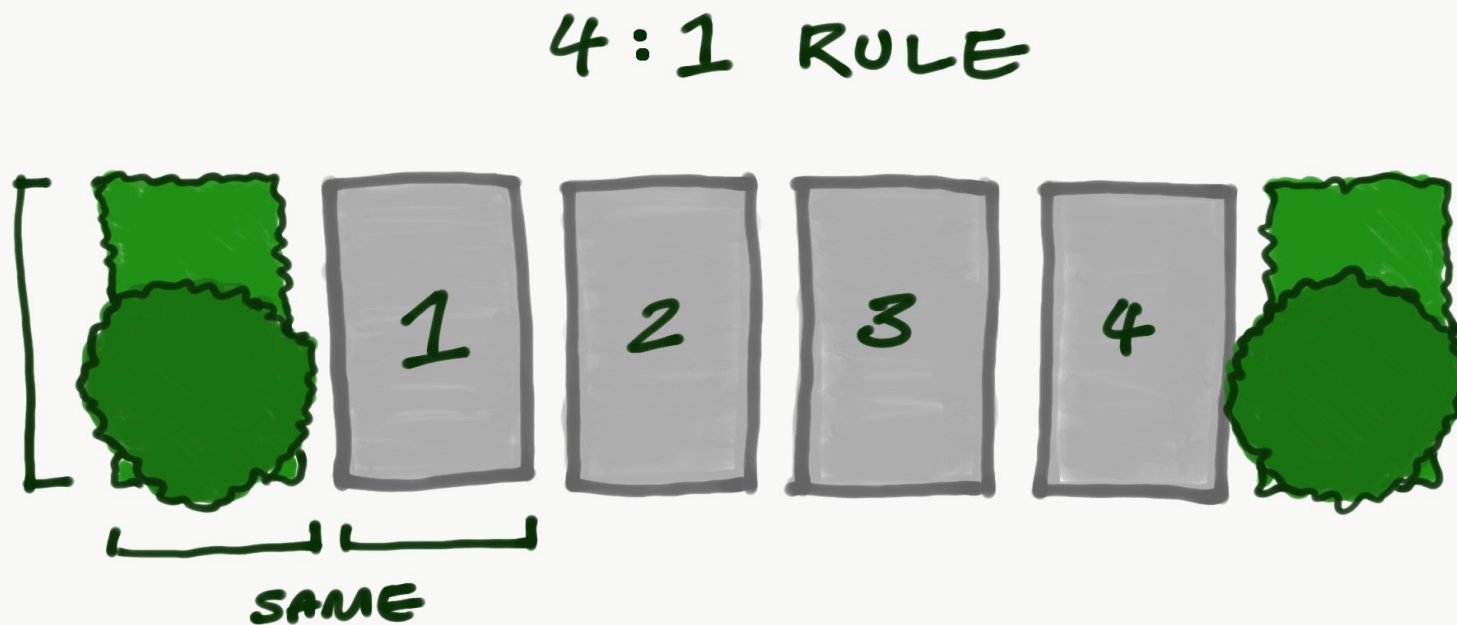
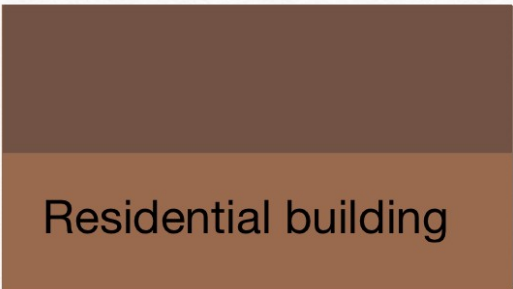
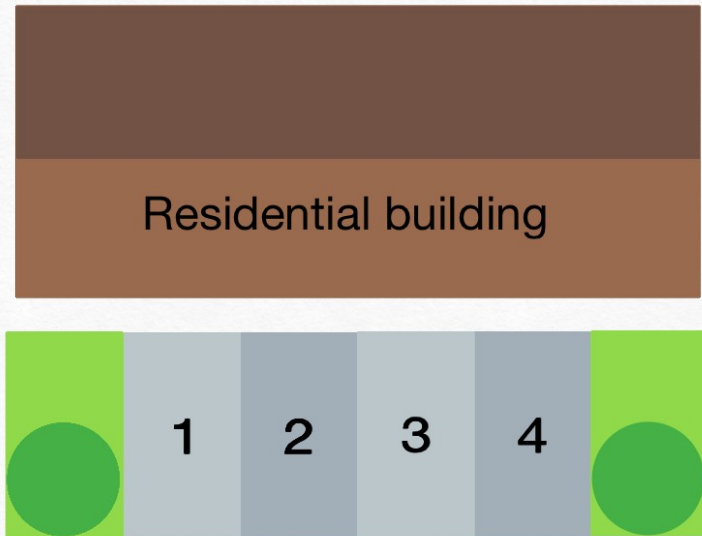
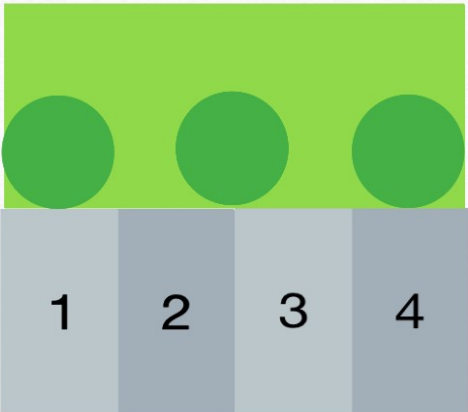
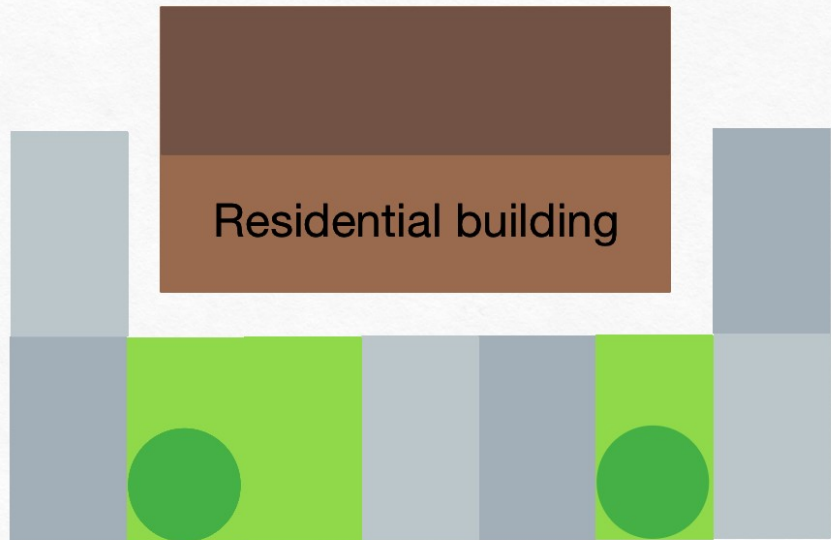


Figure 5: Examples of Good Practice



Use landscaping of size and scale to integrate car parking



Electric Vehicle Charging Infrastructure

- 4.6 Paragraph 110 of the NPPF states that new development should *“be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient location”*. From 2035, the Government are seeking a ban on selling new petrol, diesel or hybrid cars in the UK. Therefore, futureproofing new development is important because not only does it assist the transition to electric vehicles, it also ensures any connection upgrades required as a result of an increased demand for charging points are done at the time of installation rather than as part of a retrofit. As this is more cost-effective, it will encourage future occupants to consider a switch to electric vehicles if the cost of doing so is less.
- 4.7 The Council will encourage the following on new residential developments:

Key Principle 3 - Electric Vehicle Charging Infrastructure

It is recommended that all new housing developments shall provide the following minimum specification:

- Each dwelling with a garage or dedicated parking space within its curtilage shall be provided with an electric vehicle charging point. Where this is not possible to achieve, it is recommended that a dummy charger is installed to enable convenient installation of a charging point on plot at a later date.
- The charging point shall be located where it is easily accessible from a dedicated parking bay and should not pose a health and safety hazard (i.e. trailing across pavements);
- In the case residential developments do not provide one space per dwelling (e.g. an apartment scheme in the town centre) or provide unallocated parking spaces, it is expected that each parking space will still meet the above recommendation specification.

5 Monitoring and Review



- 5.1 Review and monitoring are key aspects of the Government's approach to the planning system. They are crucial to the successful delivery of the Development Plan. A review will be undertaken within the next 5 years to ensure that the SPD continues to be consistent with the Development Plan including whether the technical requirements need to be reviewed and adjusted and to reflect any changes in technology. The case study exercise will also be repeated containing new developments approved with the parking standards in this SPD.

Appendix 1: Glossary of Terms

| | |
|--|--|
| Amended Core Strategy | A Newark & Sherwood District planning policy document that forms part of the Local Plan / LDF and was adopted in March 2019. This document sets out the spatial policy framework for delivering the development and change needed to realise the District Council's vision for the District up to 2033. |
| Building for a Healthy Life | The new name for, and new edition of Building for Life 12. Building for a Healthy Life is endorsed by Homes England, Home Builders Federation, NHS England, NHS Improvement and Urban Design Group. |
| Building for Life | A measurement of the quality of development initiated by the Commission for Architecture and the Built Environment (CABE). |
| Futureproofing | Design new development so that it will continue to be successful in the future if the situation changes (i.e. a switch to electric vehicles). |
| Integral Garage | An integral garage is an attached garage that is built within the walls of the main property and is an element of the building's structure. |
| Mixed-Use Development | Development projects that comprise a mixture of land uses, or more than just a single use. |
| Multi- Occupancy Buildings | A property rented out by at least 3 people who are not from 1 'household' but share facilities like the bathroom and kitchen. |
| National Planning Policy Framework | Sets out the Government's economic, environmental and social planning policies for England. |
| Perpendicular Parking | Cars are parked side by side, perpendicular to an isle of curb. |
| Private Electric Vehicle Charging Points (EVCPs) | Off street charging points within the curtilage of a dwelling can be post mounted or wall mounted to charge electric vehicles. |
| Service Centres | Refers to the District's fairly large settlements below the Sub-Regional Centre of Newark in the settlement hierarchy. These locations either serve large rural areas or grew to support coal mining communities and possess a wide range of services. |
| Supplementary Planning Document | Provides further detail to explain how the policies in a Core Strategy, Local Plan or other Development Plan Document will be implemented. They can be used to provide further guidance for development on specific sites, or on particular issues, such as parking standards. SPD's are capable of being a material consideration in planning decisions but are not part of the Development Plan. |

Appendix 2: Building for a Healthy Life (July 2020)

A2.1 Building for a Healthy Life is a design code for the design of new and growing neighbourhoods. This document was published in July 2020 and is an update to Building for Life 12.

A2.2 Examples of good practice are highlighted in the document by a green light and poor practice is highlighted with a red light. An amber light is assigned to an element of design that is considered to fall between a green and a red traffic light. Car and cycle parking forms part of the 'Streets for All' principles and is relevant to this SPD and should be referred to in designing new residential developments within this District.

A2.3 Building for a Healthy Life identifies that the following is needed:

- Provide secure cycle storage close to people's front doors so that cycles are as convenient to choose as a car for short trips;
- Integration of car parking into the street environment;
- Anticipate realistic levels of car parking demand, guarding against displaced and anti-social parking; thinking about the availability and frequency of public transport.
- Avoid confusing car ownership with car usage;
- Creative solutions for attractive, convenient and safe cycle parking or higher density developments (such as apartment buildings);
- Generous landscaping to settle frontage car parking into the street;
- Shared and unallocated parking.

A2.4 The document also identifies what a 'green' traffic light looks like:

- At least storage for one cycle where it is as easy to access to the car;
- Secure and overlooked cycle parking that is as close to (if not closer) than car parking spaces (or car park drop off bays) to the entrances of schools, shops and other services and facilities;
- Shared and unallocated on street car parking;
- Landscaping to help settle parked cars into the street;
- Frontage parking where the space equivalent to a parking space is given over to green relief every four bays or so;
- Anticipating and designing out (or controlling) anti-social car parking;
- A range of parking solutions;
- Small and overlooked parking courtyards, with properties within courtyard spaces with ground floor habitable rooms;
- Staying up to date with rapidly advancing electric car technology;
- More creative cycle and car parking solutions.



A2.5 The document also identifies what a 'red' traffic light looks like:

- Providing all cycle storage in gardens and sheds;
- Over reliance on integral garages with frontage driveways
- Frontage car parking with little or no softening landscaping;
- Parking courtyards enclosed by fencing; poorly overlooked, poorly lit and poorly detailed;
- Over-reliance on tandem parking arrangements;
- Failing to anticipate and respond to displaced and other anti-social parking;
- Views along streets that are dominated by parked cars, driveways or garages;
- Car parking spaces that are too narrow making it difficult for people to use them;
- Cycle parking that is located further away to the entrances to shops, schools and other facilities than car parking spaces and drop off bays;
- Relying on garages being used for everyday car parking.

A2.6 The Council will expect developers to utilise Building for a Healthy Life (Consideration 10: Cycle and Car Parking) to ensure that developments provide convenient, secure and attractive parking provision in a manner which will realistically cater for the requirements of future users. Access and parking should not dominate the design of new residential development.

Appendix 3: Rear Parking Courtyards Design Requirements

A3.1 The Council strongly discourages the use of rear parking courtyards due to the cost of quality implementation (often resulting in poor quality, unattractive and unsafe environments) and the widespread preference of residents to park as close to their front door as possible.

A3.2 The Council will permit the occasional use of parking courtyards subject to a series of design criteria being fully adhered to:

- The design principles are designed to ensure that attractive and safe places are created.
- Applicants are strongly advised to factor the costs associated with these design requirements prior to committing legally to a land purchase, particularly where courtyards are intended to provide parking for affordable housing. The Council will strongly resist efforts by applicants to reduce the design quality of parking courtyards through the discharge of condition process.
- Unless enclosed by automatic gates that only permit access to those residents that require access, courtyards will be considered part of the public realm. These courtyards must therefore be designed as good quality public spaces, with the following design features required.
- Courtyards must be limited to a maximum of ten spaces (including any garage and/or car port/parking barn spaces) and must serve no more than five properties.
- Clear sightlines must be provided in to and within the courtyard. Hidden corners or recessed parking bays must be

avoided. The number of access points should be afforded careful consideration, balancing the need for strong pedestrian connectivity through and within the site with community safety.

- A property must be located at the entrance to the courtyard to offer surveillance opportunities. The principal elevation of this property must be orientated to face towards the route by which the courtyard is accessed.
- At least one property is to be located within the courtyard to offer opportunities for natural surveillance.
- In order to ensure good levels of surveillance opportunity, properties located at the entrance to and within the courtyard must include ground floor windows serving habitable rooms. Therefore a flat over garage unit may complement but must not substitute the need for a dwelling in the form of a house or bungalow.
- Block surfacing with parking bays in either: the same block, contrasting block or tarmac. Individual parking bays must be discreetly delineated with blocks and individual bays discreetly numbered with a metal plate affixed to either the kerb face, wall or bay surface. Thermoplastic markings (white lining) will not be permitted to either number or delineate individual bays.
- All boundaries facing the courtyard to be 1.8m high brick walls with coping stone or brick, double tile crease and detail courses as appropriate. Where walls change direction, they should be either curved or angled. Where walls are angled, bricks must be cut and bonded.

- Low level bollard or street lighting must be provided (movement sensor lighting attached to individual dwellings may complement but must not be used to substitute low level bollard or street lighting). Developers may opt to connect lighting to appropriate plots but will be required to demonstrate to the Council that covenants place a responsibility on appropriate plots to ensure lighting is kept in good working order and in use after dark, in perpetuity.
- Appropriate and robust landscaping to help soften the environment, such as trees and hedgerows will be required. Planting must be carefully placed in a way that does not restrict sightlines.
- Where pedestrian footpaths are provided that connect courtyard parking spaces with the front door of people's homes these must be afforded good, clear sightlines and be well lit.
- Residents must be able to gain direct access from their allocated parking spaces to the front door of their home. To achieve this, developers may be required to integrate ginnels between plots to provide this access. Where such ginnels are provided, attention must be afforded to securing ginnels to prevent crime and anti-social behaviour.
- If it is not possible to provide all residents with direct access from their allocated parking spaces to the front door of their home, rear access into the home must provide access into either the kitchen, hallway or utility room. Rear access that requires residents to access their home directly into a living room, dining room or (downstairs) bedroom will not be acceptable.

