

Report to Planning Committee

Subject: Parking Provision for Residential and Non-Residential Developments Supplementary Planning Document (SPD)

Date: 30th March 2022

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Purpose

To note the adoption of Parking Provision for Residential and Non-Residential Developments Supplementary Planning Document

Recommendation

THAT: Planning Committee

- **Notes the revised Parking SPD adopted on 17th February 2022, attached as Appendix 1.**

1 Background

- 1.1 Supplementary Planning Documents (SPDs) build upon and provide more detailed advice or guidance on policies in an adopted local plan. An SPD does not form part of the development plan and cannot introduce new planning policies into the development plan. However, they are a material consideration in decision-making and carry significant weight provided they have been prepared within the statutory procedures and subject to public consultation.
- 1.2 The purpose of this SPD is to summarise the national and local policy context relating to parking provision for new development in Gedling Borough and provide a clear framework to set out how parking provision is to be provided.
- 1.3 Cabinet adopted a revised Parking Provision SPD on 17th February 2022, attached at **Appendix 1**. This SPD supersedes the previous Parking Provision for Residential Developments SPD, attached at **Appendix 2**,

which was approved in 2012 and set minimum parking standards for new residential development in Gedling Borough. For non-residential development, reference was made elsewhere to the standards set by Nottinghamshire County Council.

- 1.4 The revised SPD (2022) includes reference to both residential and non-residential developments. In terms of non-residential developments, the revised SPD cross refers to the Nottinghamshire County Council Highway Design Guide and Policy LPD 57 (Parking Standards) of the Local Planning Document (Part 2 Local Plan).
- 1.5 In terms of residential developments, the revised SPD notes that achieving appropriate parking provision within residential developments is key to ensuring the design, layout, use and location of development remains appropriate in the long-term. The revised SPD sets out specific parking requirements taking account of the following factors which are likely to impact on car ownership:
 - Type of dwelling (house or flat)
 - Size of dwelling (the total number of bedrooms)
 - Location of dwelling (rural or urban)
 - Type of parking required (allocated/unallocated)
- 1.6 The revised SPD includes general policy considerations in relation to garage and parking space minimum sizes and electronic vehicle charging. The revised SPD also sets out that a flexible approach to applying car parking standards will be taken reflecting site specific material considerations.
- 1.7 The key change from the previous standards is that a different approach is no longer taken to developments comprising 5 or less dwellings and therefore the approach to car parking across development types is more consistent. In order to predict future levels of car ownership, the parking requirements set out in the draft SPD are based on 2011 Census Data and National Trip End Model (NTEM) car ownership projections. This has resulted in no change to the parking requirements for flats but there are slight differences (generally increases) in the requirements for the number of unallocated spaces for houses in both urban and rural locations.

Consultation

- 1.8 Details of the consultation process are set out in the Consultation Statement attached as **Appendix 3**. The revised SPD has been informed by informal consultation with Nottinghamshire County Council Highways Authority who

has provided valuable comments and assistance. The SPD was also subject to formal public consultation between 25th October and 6th December 2021. The documents were made available on the Council's website. Paper copies could be viewed at the Civic Centre in Arnold. Emails or letters were sent directly to statutory consultees and developers who have an interest in Gedling Borough (approximately 326 addresses). The consultation was shared more widely on Gedling Borough Council social media accounts and the 'News' page on the Council's website.

- 1.9 Fourteen comments were received from thirteen respondents and these are summarised in the Report of Responses (attached as an appendix to **Appendix 3**) along with the Council's response and any proposed changes. Comments were received from a range of bodies, including local authorities, statutory consultees, developers, local residents and councillors. The comments related to a wide range of issues.

Next Steps

- 1.10 The comments made during the consultation period have been carefully considered and a number of changes made to the final SPD.
- Generally these comprise the inclusion of additional text lifted from the Highways Design Guide for ease of reference, covering:
 - the need for permeable surfacing of driveways and parking areas;
 - references to cycle parking and e-bike charging standards; and
 - minimum distances from highway boundaries for different garage door types.
 - The reference to tandem spaces has been clarified to explain that no more than 3 spaces in a line will be acceptable, to include one garage space and no more than two driveway spaces.
 - In terms of the standards themselves, an additional reference will be included to standards for larger houses to confirm that no unallocated spaces will be required where 3 allocated spaces are provided.
- 1.11 Other minor changes have been made by officers in order to improve clarity.
- 1.12 Having been adopted as a Supplementary Planning Document, the document is a material consideration and can be given significant weight in decision making.

2 Proposal

- 2.1 It is proposed that Planning Committee notes the adoption by Cabinet of the Parking Provision for Residential and Non-Residential Developments SPD attached at **Appendix 1**.

3 Legal Implications

- 3.1 The 2004 Planning and Compensation Act empowers Local Planning Authorities to prepare local plans and supplementary planning documents. The document has been prepared as a supplementary planning document and subject to public consultation and will be given appropriate weight in future decision-making.

4 Equalities Implications

- 4.1 None direct. However, by updating standards to reflect more recent evidence this will ensure that the amount and nature of parking provision meets the needs of occupants/users and in particular those with reduced mobility (due to either age or disability) who may be more reliant on the car.

5 Carbon Reduction/Environmental Sustainability Implications

- 5.1 The document refers to the Air Quality and Emissions Mitigation Guidance for Developers (2019) which establishes the Council's general support for electric vehicle charging infrastructure to be accommodated within new developments. The updated standards include the requirement for EV charging as part of the allocated parking.

6 Appendices

- 6.1 **Appendix 1:** Parking Provision for Residential and Non-Residential Developments Supplementary Planning Document (2022)

Appendix 2: Parking Provision for Residential Developments Supplementary Planning Document (2012)

Appendix 3: Consultation Statement (including a Report of Responses attached as Appendix A)

7 Background Papers

- 7.1 None