

Other changes to the Cycle and Car Parking in New Developments SPD

This document sets out 'other' changes to the Draft Car and Cycle Parking SPD which were *not* directly prompted by consultation responses, but are nevertheless intended to clarify, correct, or otherwise improve the document. Very minor edits and typos are not listed.

	Paragraph/section	Change made
1	Figures 1,2,3,4	Replace with better examples of cycle storage
2	Paragraph 5.3	<p>At 5.3, clarify the guidance for any circumstances where a proposal is submitted with less parking than required by the standards, and that mitigation will be needed. Specifically refer to car clubs which could potentially be made more viable in some circumstances if there is a developer subsidy.</p> <p>Insert underlined text at 5.3:</p> <p>5.3 The standards are neither maximum nor minimum, but a guide as to the appropriate quantum of parking to be provided. They should be considered carefully, alongside the placemaking quality of a development and the parking strategy for the site, allowing for flexibility in providing alternative parking solutions such as shared mobility, access to alternative modes of transport and opportunities for active travel. Where different standards are used, planning applications must include information to justify a departure from the guidance and demonstrate that the functional parking needs of the development will be accommodated (see Section 7: Documentation to support a planning application). <u>If there is an under-provision of parking compared to the standards, information must be provided as to how the impacts will be mitigated. For example, mitigation may be provided by a developer-subsidised car club. The viability of a car club may depend on the developer funding the initial cost of the shared car (or cars) as well as providing the space for it.</u></p> <p>[In the final document this paragraph could be separated into two smaller paragraphs.]</p>

	Paragraph/section	Change made
3	New paragraph to follow para 5.5	<p>Clarify that there are two options for car parking standards for 3-bed homes:</p> <p><u>For 3-bedroomed homes there is a choice of two different parking standards. Applicants should use the standard that is the most appropriate in the circumstances and results in the best design solution.</u></p>
4	Paragraph 7.1 sub paragraphs 1) and 2)	<p>Make the following clarifications regarding the information to be submitted with a planning application:</p> <p>1) A plan showing the <u>location and dimensions</u> of all car parking spaces associated with the development, identifying which spaces are allocated, unallocated and disabled.</p> <p><u>1a) A table listing the different homes/properties setting out the allocated and unallocated parking provision associated with each home/property. This will demonstrate how the total amount of allocated and unallocated parking has been calculated.</u></p> <p>2) A plan showing where the unallocated parking will be accommodated (including where this is on-street). <u>It should be made clear which properties the unallocated spaces are intended to serve. The unallocated parking should be suitably located for the properties it is intended to serve.</u></p>
5	Paragraph 7.1 (4)	<p>Correct and clarify 3rd bullet as follows:</p> <ul style="list-style-type: none"> • <u>An assessment of parking activity stress in an identified vicinity of the application site. This needs to be recorded regularly (on a typical day) during the week, within school term time, when the highest number of residents are at home, generally in the late afternoon and evening, and between 6am 11pm and 4pm 6pm one weekday and one weekend day by an independent assessor. The applicant will need to be able to demonstrate that the survey undertaken is fair and representative.</u> <p>Add a new bullet point:</p> <ul style="list-style-type: none"> • <u>Further information in relation to the Council's requirements for a Vehicle Parking Stress Survey is set out at Appendix 6.</u>
6	Paragraph 7.1 (5)	<p>For consistency with paragraph 5.25, amend 7.1(5) as follows:</p>

Paragraph/section		Change made
		5) For developments of more than <u>50 or more</u> homes – evidence of correspondence with a car club operator regarding the feasibility of a car club for the site.
7	Appendix 3 Non-residential car parking standards Section 5 Care Establishments - public and private	Regarding 'Residential units for adults with learning difficulties', under 'Elsewhere' there is a duplicate reference to 'Non-residential staff: 1 space per 2 FTE'. This should refer to: <u>Visitors: 1 space per 4 clients</u>