

Schedule of Changes Made Post Submission (14th December 2016)

The following schedule details proposed changes to the Gedling Borough Local Planning Document Publication Draft following submission on 17th October 2016

For clarification, where text has been changed, deleted text is shown as ~~struck through~~ and additional text shown underlined.

This document should be read in conjunction with the Revised Schedule of Changes to Local Planning Document Publication Draft (December 2016). For information, the reference point column includes page numbering in the Tracked Changes Version of Local Planning Document Publication Draft (October 2016).

Schedule of Changes

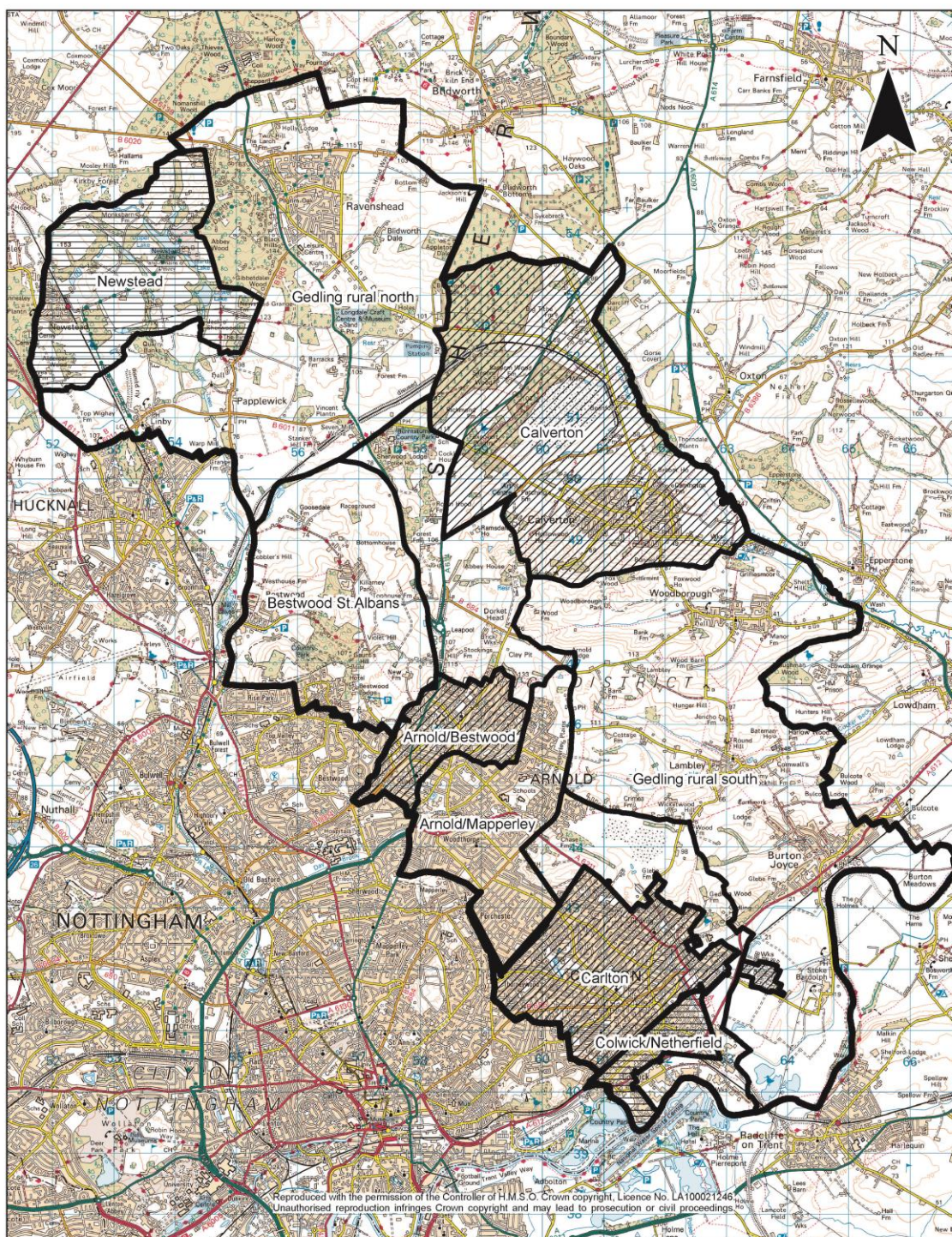
	Main section	Reference point	Source of change	Details	Reason
	Part A: Development Management Policies	Policy LPD36 (page 102)	Inspector's initial questions dated 22 nd November 2016	<p>Amend Policy LPD36 to read: 'Planning permission will be granted for new residential development on sites of 15 dwellings or more subject to the provision of 10%, 20% or 30% of the dwellings provided for affordable housing depending on location, <u>as identified on the plan attached as Appendix X</u> as set out in the Affordable Housing Supplementary Planning Document, or otherwise agreed by the Borough Council.</p> <p>Add Appendix 4 (Map Showing Requirement for Affordable Housing) of the Affordable Housing Supplementary Planning Document December 2009 as a new appendix to the Local Planning Document.</p>	In order to clarify the geographical locations to which Policy LPD36 applies, in accordance with Regulations 5 and 6 of the Town and County Planning (Local Planning) (England) Regulations 2012 and the National Planning Policy Framework (paragraphs 153 and 154).

				<p>Amend paragraph 11.2.4 of the supporting text to read 'This policy sets a requirement for affordable housing provision on sites of 15 dwellings or more with the percentage targets based upon location as set out in the <u>Affordable Housing Supplementary Planning document</u> adopted in December 2009. <u>This policy applies to both sites allocated in Part B of the Local Planning Document and unallocated sites.</u> Further guidance is provided in the <u>Affordable Housing Supplementary Planning Document</u> adopted in December 2009. The <u>Supplementary Planning Document</u> contains three key elements which impact on the delivery of affordable housing within the Borough:</p> <ul style="list-style-type: none"> • The site threshold for the provision of affordable housing; • The percentage of affordable housing required based on location; and • The details of when off-site contributions will be required'. <p>Amend paragraph 11.2.5 to read '<u>This policy and the Supplementary Planning Document</u> will be kept under review to reflect any new information which may have implications for the requirement for affordable housing provision in different sub markets within the Borough. Triggers for review may include significant changes in local circumstances.'</p>	
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	Part A: Development Management Policies	Policy LPD57 (page 135)	Inspector's initial questions dated 22 nd November 2016	<p>Amend Policy LPD57 to read:</p> <p>'a) Planning permission for residential development will be granted where the development proposal meets the requirement for parking provision set out in <u>Appendix X the Parking Provision for Residential Development Supplementary Planning Document</u>, or otherwise agreed by the local planning authority.</p> <p>b) Planning permission for non-residential development will be granted where the development proposal meets the requirement for parking provision set out in the 6C's Design Guide, or otherwise agreed by the local planning authority.'</p> <p>For residential standards, the appendix will include section 4 of the Supplementary Planning Document (Requirement for Parking Provision) plus the map attached as appendix C to the SPD (Map Identifying Rural and Urban Wards in Gedling Borough).</p> <p>For non-residential standards, the appendix will include Part 4 of the Leicestershire County Council design standard 'Highway Requirement for Development' which forms part of the 6C's Design Guide.</p> <p>http://www.leics.gov.uk/highway_requirements_part_4-2.pdf</p>	In response to the Inspector's initial questions and in order to accord with Regulations 5 and 6 the 2012 Regulations and paragraphs 153 and 154 of the National Planning Policy Framework.
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	Part B: Site Allocations	Policy LPD63 – paragraph 2.4 (page 146)	Inspector's initial questions dated 22 nd November 2016 Officers	Amend paragraph 2.4 to read:- “The figures set out in Policy LPD63 include a number of homes which have already been built <u>since 2011, sites with extant planning permission, sites below the threshold for allocation and sites allocated in the Aligned Core Strategy and Local Planning Document</u> or have been granted planning permission as well as a number that could be built on sites which do not need a change in planning policy. ”	To respond to the Inspector's query and to explain that the figures in Policy LPD 63 include homes which have already been built since 2011, sites with extant planning permission, sites below the threshold for allocation and sites allocated in the Aligned Core Strategy and Local Planning Document.
	Part B: Site Allocations	Policy LPD63 – paragraph 2.4 (page 146)	Inspector's initial questions dated 22 nd November 2016	Add new additional text to the end of paragraph 2.4 to explain that the figure of 4,330 homes includes a windfall allowance:- “The windfall allowance has been added to the housing supply for the main built up area of Arnold and Carlton.”	In response to the Inspector's query on the total supply figure for the urban area and to explain that the figure for the urban area does include the windfall allowance.

Map attached as Appendix 4 (Map Showing Requirement for Affordable Housing) of the Affordable Housing Supplementary Planning Document, December 2009



	Colwick/Netherfield 10%		Arnold/Bestwood 20%		Bestwood St Albans 30%
	Newstead 10%		Carlton 20%		Gedling rural north 30%
	Gedling rural south 30%		Arnold/Mapperley 30%		

Requirements for Affordable Housing Provision

Section 4 of the Supplementary Planning Document (Requirement for Parking Provision)

4.1 Following the methodology outlined in the previous section, parking standards for Gedling Borough have been established, as set out below. The first two tables refer to houses (development of less than and more than 5 dwellings) and the third table refers to flats. A worked example showing how to apply the standards is provided in **Appendix E**.

4.2 The parking standards for smaller and larger developments are presented separately. Smaller developments of up to and including 5 dwellings take account of only allocated parking provision. The reason for this is that no more than 5 dwellings can be accessed from an unadopted road, and there is therefore less control over the design of any unallocated parking. It can also be argued that it's the larger developments that create an additional parking requirement arising from the broader range of car ownership levels. For larger developments (comprising 6 and more dwellings) and developments of flats, account should be taken of any unallocated parking provision.

Development of up to and including 5 dwellings (NB no unallocated element)

	Number of allocated spaces	
	Built Up	Rural
Up to 2 bedrooms	1	1
3 bedrooms	2	2
4 or more bedrooms	2	3

Table 4.1

Development of 6 or more dwellings

	Built Up		Rural	
	Allocated	Unallocated*	Allocated	Unallocated*
Up to 2 bedrooms	0	1.1	0	1.1
	1	0.5	1	0.5
	2	0.2	2	0.2
3 bedrooms	0	1.4	0	1.6
	1	0.7	1	0.9
	2	0.3	2	0.3
4 or more bedrooms	0	1.7	0	2
	1	1	1	1.2

	Built Up		Rural	
	2	0.5	2	0.6
	3	0	3	0

Table 4.2

Flats

	Allocated	Unallocated
1 bedroom	0	0.8
	1	0.4
2 bedrooms	0	0.8
	1	0.4
	2	0.2

Table 4.3

*NB the allocated element should be rounded up at the end of the calculation only.

4.3 The above standards are presented as minimum parking standards, since dwellings are predominantly journey origins and it is widely recognised that limiting parking provision at the journey origin does little to limit car ownership. In addition, under provision can be unattractive to potential occupiers and can, over time, result in the conversion of front gardens to parking areas, or result in parking in inappropriate and potentially unsafe locations. Therefore, parking provision should seek to meet the demand at the journey origin to avoid these undesirable effects.

4.4 Where the unallocated requirement can be accommodated on-street, this will be acceptable as long as it does not cause an adverse impact on the free flow of traffic.

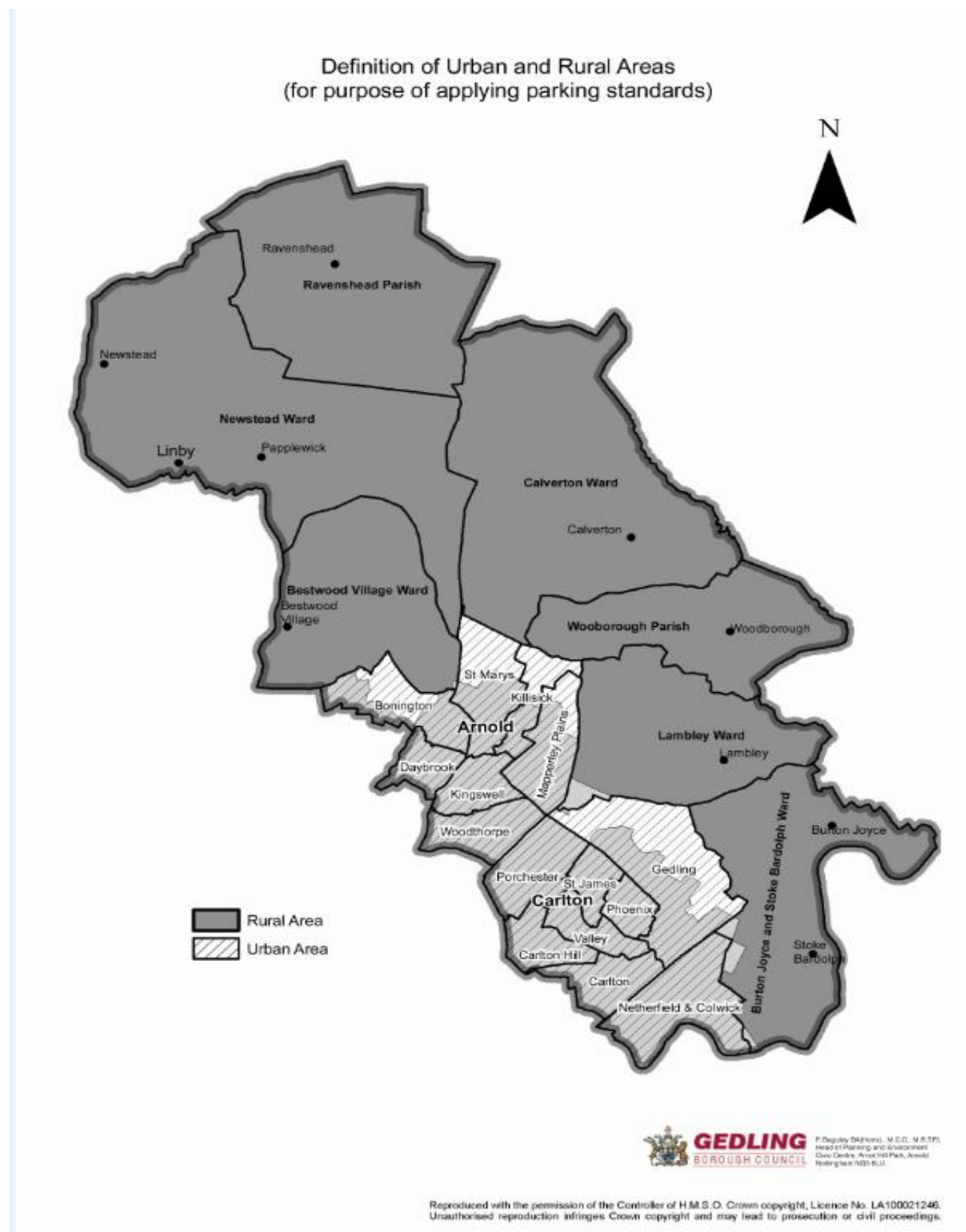
4.5 It is not intended that the guidance given is regarded as definitive; it is recognised that there are circumstances that require a departure and this will be addressed through negotiations involving the planning authority and the highway authority. For example where:-

- Infill development is proposed in a road comprising predominantly Victorian terraced properties.
- All on-street parking is controlled by Controlled Parking Zones.
- Residential uses are provided above an existing shop in a shopping centre.

4.6 The standards apply specifically to new residential developments. Wherever possible, changes of use should reflect the appropriate level of provision. For example, whilst in some cases this may mean the provision of additional parking, in other cases it may well mean a reduction in that currently available.

4.7 Extensions to dwellings that result in an increase in the number of bedrooms should take account of the parking requirement set out in this Supplementary Planning Document for the increased number of bedrooms. However, in any event, planning permission should not be granted for extensions that result in a loss of parking provision for that property through the construction of the extension below that set out in this document.

**Map attached as appendix C to the Requirement for Parking Provision
Supplementary Planning Document (Map Identifying Rural and Urban Wards in
Gedling Borough).**



Highway Requirements Part 4

INTRODUCTION

1. Almost half of all pedestrian accidents and a quarter of all vehicular accidents involve the presence of a parked vehicle. Stationary vehicles can cause hazards by masking pedestrians, particularly small children, from drivers and by masking moving vehicles from each other. The aim of adopting these standards for development is to minimise the use of carriageways for parking and to prevent on-street loading or off-loading of service vehicles. The standards set out in this document will be the minimum requirements for off-street parking which the Highway Authority will recommend to the relevant Planning Authority when consulted on planning applications. Any land uses or types of development which are not specifically mentioned will be subject to consideration on an individual and site-specific basis, as will combinations of types of developments which are treated individually in this document. Where adequate and readily available free public car parking is situated close to the development, the public car parking standards may be slightly reduced at the discretion of the highway authority. Operational parking requirements will not be reduced in such circumstances. Reference should also be made to the appropriate local plan which may contain local parking standards felt appropriate by the local planning authority. In particular, the City of Leicester Local Plan contains appropriate standards for the Leicester City area. As far as possible, the following parking standards have been related to the land uses in the Use Classes Order 1988. All areas are gross floor areas unless otherwise stated. For all types of development, suitable provision should be made for disabled persons parking in accordance with the requirements set out in section 14 on page 3.

CLASS A1 – SHOPS

2. *Small shops and supermarkets below 3,000 m²*

Staff and operational parking, one car space per 50 sq. metres gross floor area up to 100 sq. metres. Additional spaces at the rate of one per 100 sq. metres. A minimum provision of two spaces.

In the case of shops and supermarkets exceeding 300 sq. metres, customer parking will be required in addition to staff and operational parking at the same rate. These facilities for customers need not necessarily be provided at the development site itself. In all cases, provision shall be made within the site for deliveries and unloading.

Superstores

One car space per 9 sq. metres. One goods bay or space per 750 sq. metres for stores between 3,000 and 5,000 sq. metres. One goods bay or space per 1,000 sq. metres for stores in excess of 5,000 sq. metres.

Retail warehouses

DIY stores – one car space per 16 sq. metres. Garden Centres – one car space per 16 sq. metres total display area. Other – one car space per 25 sq. metres. Retail Parks – one car space per 20 sq. metres. In addition to all the above – one lorry space per 500 sq. metres.

CLASS A2 – FINANCIAL AND PROFESSIONAL SERVICES

3. Offices

One car space per 35 sq. metres. Minimum provision of two spaces.

CLASS A3 – FOOD AND DRINK

4. Restaurants

If the layout is defined, one customer car space per 4 sq. metres public area plus one staff car space per 10 tables or 40 sq. metres. Space shall be provided for loading and unloading of service and delivery vehicles clear of the public highway.

Public Houses and licensed clubs

There shall be 1 customer car space per 3 sq. metres of public area (excluding services, lobbies, toilets, cloakrooms, etc.). In addition, staff parking will be required at the rate of 1 car space for each residential member of staff, plus 1 car space per 40 sq. metres of public area for non-residential staff. There shall be an absolute minimum provision of 20 car spaces. Space shall be provided for loading and unloading of service and delivery vehicles clear of the public highway.

CLASS B1 – BUSINESS

5. Offices

One car space per 25 sq. metres. Minimum provision of two spaces.

Research and development

One car space per 30 sq. metres. One lorry space per 500 sq. metres. Provision should be made within the site for the possibility of future conversion to offices, with their consequently higher parking requirements.

Light Industry

One car space per 50 sq. metres. Where there is a substantial element of offices this shall be considered separately. One lorry space per 200 sq. metres. Provision should be made within the site for the possibility of future conversion to offices, with their consequently higher parking requirements. If such provision cannot be made then restrictions on future changes of use will be required.

CLASSES B2 TO B7 – GENERAL AND SPECIAL INDUSTRIAL

6. Industry

One car space per 50 sq. metres and one lorry space per 200 sq. metres. Where there is a substantial element of offices this shall be considered separately.

CLASS B8 – STORAGE OR DISTRIBUTION

7. Warehouses

One car space per 100 sq. metres and one lorry space per 400 sq. metres. For smaller units, provision should be made within the site for the possibility of future conversion to offices, with their consequently higher parking requirements. If such provision cannot be made then restrictions on future changes of use will be required.

CLASS C1 – HOTELS

8. *Hotels*

One car space per bedroom. Additional parking shall be provided in respect of restaurants and public bar areas in accordance with the standards in section 4, and where conference facilities are provided there shall be additional provision in accordance with section 11. Staff parking shall be provided in accordance with the standards in section 4.

CLASS C2 – RESIDENTIAL INSTITUTIONS

9. *Nursing Homes*

One car space per three bedrooms plus one car space for each staff member on site. Restrictions on future change of use to schools will be required.

Residential homes for the elderly with communal facilities

One car space per four bedrooms, plus one car space for each staff member on site. Restrictions on future change of use to schools will be required.

CLASS C3 – DWELLING HOUSES

10. *Dwellings with 4 or more bedrooms* Minimum 3 spaces. ***Dwellings with 3 or less bedrooms*** Minimum 2 spaces.

Local Authority and Housing Association developments, flats with two bedrooms or less, with communal parking 3 spaces per 2 dwellings. ***Retirement dwellings for occupation by over 55's and dwellings with off-site warden assistance.*** One car space per dwelling plus one visitor space per four dwellings.

On-site warden controlled

Communal parking of one car space per two bedrooms plus wardens accommodation parking as per dwellings above.

CLASS D1 – NON-RESIDENTIAL INSTITUTIONS

11. *Surgeries and clinics (doctors, dentists, vets, etc.)*

One car space per member of staff employed plus two car spaces per consulting room/surgery.

Conference Centres

Two car spaces per three seats where there is fixed seating. Where there is a flexible layout there shall be one car space per 3 sq. metres of conference area. Areas over 100 sq. metres shall be considered on an individual basis.

Exhibition Halls One car space per 6 sq. metres. ***Libraries*** One car space per each member of staff plus one car space per 25 sq. metres. ***Schools***

One car space per member of teaching staff plus three additional spaces. Where a community wing is to be provided for daytime use a minimum of 5 additional spaces shall be provided. Provision for access to hard surfaced play areas will be required to provide additional parking for "out of hours" functions.

Day Nurseries One car space per member of staff plus one additional space to allow for shift changes.

CLASS D2 – ASSEMBLY AND LEISURE

12. Sports grounds and clubs

Parking will be required to cater in full for the maximum expected usage of the facility assuming an occupancy rate of 2 persons/car. Also, in the case of football, cricket, hockey pitches etc., parking and manoeuvring areas will be required for coaches at the rate of one coach per two pitches (minimum provision to be made for one coach). Thus the following examples may be used:-

1 cricket pitch – 22 plays + 2 umpires = 12 cars spaces – 1 coach. Tennis/Squash courts – 2 car spaces per court. Rugby club with 3 pitches – 36 players, coaches, referees, substitutes, etc., per pitch, therefore 54 car spaces plus two coach spaces. Two soccer pitches – 30 players, coaches, referees, substitutes, etc., per pitch, therefore 30 car spaces plus one coach space.

Golf courses Minimum of 100 spaces per 18 hole course. Other sizes of course will be considered on their merits, not pro-rata to the above.

NOTE:-

Licensed club facilities within sport grounds (including golf clubhouses) will require additional parking spaces in accordance with the standards given in section 4.

SIZE OF PARKING SPACES

13. The minimum acceptable dimensions for a car parking space will be:-

length	5.0 metres
width	2.4 metres
headroom	2.0 metres

Lorry parking spaces shall be a minimum of 18 metres by 5 metres.

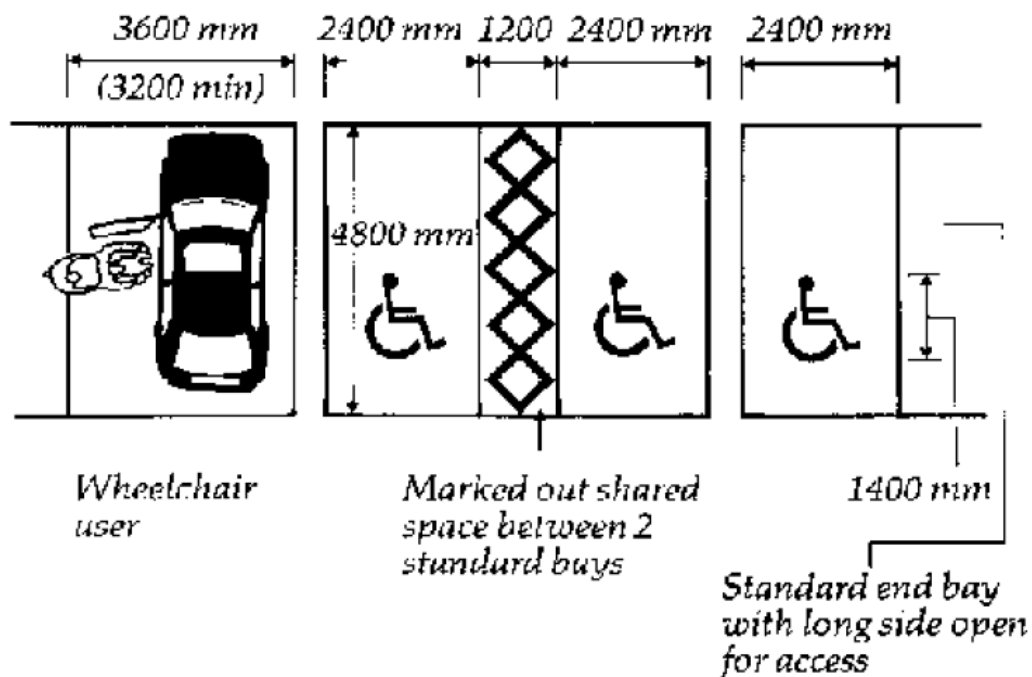
Where 50 or more car parking spaces are to be provided, a reduction in length to 4 metres may be permitted in up to 10% of parking bays which will then be for the use of small cars only.

Where parking spaces are laid out at right angles to the access aisles a minimum aisle width of 6 metres will be required. Non rectilinear layouts will be assessed individually.

Car parking areas will be laid out so that no vehicle has to be reversed for a distance exceeding 25 metres.

PARKING FOR DISABLED PEOPLE

14. For many disabled people and others with limited mobility, the private car is their only means of travel. It is very important therefore that adequate provision is made both in terms of the type and position of parking spaces. Any parking provision should be made within 50 metres of the destination. Spaces should be 3.6 metres wide or have a transfer area of 1.2 metres to one side of a standard size space. 3.2 metre wide spaces may be acceptable where space is limited. Parking spaces should be clearly marked with the British Standard "Disabled" symbol in accordance with B.S. 3262 Part 1, and any parking fee concessions should be stated clearly at the parking space. Further information and guidance is given in the Leicester City Council publication "Paving the Way".



CYCLE PARKING STANDARDS

15. These standards of cycle parking will be required for new development proposals, in addition to the vehicle parking standards:

<u>LAND USE CLASS</u>	<u>STANDARD</u>
Classes A1 and A3 (Shops, food and drink)	1 space for every 500 sq. metres up to 4,000 sq. metres gross to be under cover and secure for staff and operational use. 1 space for every 1,000 sq. metres gross for customer use to be in the form of Sheffield racks (or similar) and in a prominent and convenient location.
Classes A2 and B1 (Financial and professional services, light industry and offices)	1 space for every 400 sq. metres gross to be under cover and secure. Customer parking to be provided on merit.
Classes B2 to B8 (General and Special Industry)	1 space for every 400 sq. metres gross to be under cover and secure.
Class C3 (Dwelling Houses) High density development, e.g. flats	1 space per 5 dwellings to be under cover and secure.

with common facilities	
Classes D1 and D2 (Non-residential institutions, assembly and leisure)	Enough Sheffield racks (or similar) should be provided in a prominent and convenient location to park the cycles of 5% of the maximum number of people expected to use the facility at any one time. Secure and covered parking for staff to be provided on merit.