

## APPENDIX 2

### VIEWS OF STRATEGIC PLANNING AND ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE MEETING 28 JULY 2020

The following proposals were put forward by the SPAEOSC for recommendation to the Council's cabinet and how they have been addressed by Officers are shown in italics below each point:

1. All large developments should provide adequate on site parking.  
*Parking standards have been adjusted. Zones 1 and 2 with the more restricted standards are more tightly drawn. Zones 3 and 4 merged into one new Zone 3 with standards no worse than the existing standards. Paragraph 5.7 has also been strengthened.*
2. Arbitrary residential parking provision figures in the Appendices should be replaced for all Accessibility Zones except Zone 1 with one space per bedroom.  
*On arriving at the further revised standards now before committee greater emphasis has been placed on local knowledge and expertise and evidence studies in addition to Census 2011 data.*
3. For business developments adjacent to or within residential areas, provision of parking should include not only commercial vehicles, but also cars belonging to employees.  
*Concerns regarding overspill parking have been recognised and existing text strengthened and further text added by way of a new paragraph 7.4.*
4. The proposed standard should be firmly applied and such "wriggle room" offered by Page 19 para 6.11 and Page 38 para 12.1 should be deleted from the policy. Allowing developers to pay money in this way to dodge their obligations to residents is completely unacceptable.  
*Text has been deleted and amended to address this point. Para 6.11 deleted; 12.1 adjusted to make it clear that this is exceptional only; Officer view is that it should be retained as an exceptional option, for example in town centres where council parking may be provided to off-set lack of parking in a commercial development.*