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completion by DS
officers

EXECUTIVE DECISION RECORD

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| A1 Service Area | Planning Policy |
| A2 Title | To agree the appointed Examiner's changes to the 'Made' Branston Revised Neighbourhood Plan |
| A3 Decision Taken By | Deputy Leader |
| A4 Chief Officer | Please print name: Sal Khan Please |
| A5 Leader / Deputy Leader | Please print name: Cllr George Allen Please sign name: |
| A6 Date of Decision | [3rd March 2020.] |

Confidentiality

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| A7 Is this Decision confidential by containing exempt information as described in Schedule 12A of the Local Government Act 1972? | No |
| A7.1 If yes, please state relevant paragraph from Schedule 12A LGA 1972. | N/A |

Scrutiny

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| A8 Which Scrutiny Committee should this decision be submitted to? | (Please tick as appropriate) ✓ |
| Scrutiny (Audit & Value for Money Council Services) Committee | |
| Scrutiny (Community Regeneration, Environment and Health and Well Being) Committee | ✓ |

B1 What is the Decision?

To agree and adopt the revised Branston Neighbourhood Plan

All new development will be expected to comply with the following minimum parking standards:

Current policy states: -

1 bed house/flat 1 off road car parking space
2 bed house/flat 2 off road car parking spaces
3 bed house/flat 2 off road car parking spaces
4 bed house/flat 2 off road car parking spaces
5 bed house/flat 3 off road car parking spaces

Proposed change: -

1 bed house/flat 1 off road car parking space
2 bed house/flat 2 off road car parking spaces
3 bed house/flat 3 off road car parking spaces
4 bed house/flat 4 off road car parking spaces
5 bed house/flat 5 off road car parking spaces

Visitor/delivery vehicle parking will also be required:

- a) For apartment schemes, visitor parking should be 1 space per 3 dwellings, irrespective of the number of bedspaces in each apartment. A space suitable for a short stay by a delivery vehicle should also be included. For schemes with more than 10 apartments this should be 2 spaces.
- b) Where a residential scheme is proposed with a new access road, parking spaces should be provided off the access road at appropriate intervals for visitor and delivery vehicles. These should be carefully integrated into the layout design to avoid a vehicle-dominated street scene.
- c) For single residential units, or extensions, visitor parking should be provided off-street unless there is normally spare on-street parking capacity in the immediate vicinity which would enable the safe passing of vehicles.

Where a proposal for an extension to an existing dwelling creates additional bedspace(s), 1 additional parking space is required for each bedspace created.

Where a dwelling is subdivided into two or more separate flats, each new unit will require parking provision according to the above standards.

Where the conversion of a shop to flats(s) is proposed* the above standards will apply.

The above requirements will only be varied:

- 1) where there is normally spare on-street parking capacity in the surrounding area (this should be demonstrated by the applicant, with evidence from weekday daytimes - including school starting/finishing times if applicable - evenings and weekends);
- 2) 2) the additional parking likely to be generated by the development can be safely accommodated on-street, without causing obstruction to driveways or hindering the passage of emergency, refuse collection and delivery vehicles (and buses if applicable).

The width of roads in the surrounding area will be a factor in determining this parking capacity, as well as existing levels of parking.

The following design standards will be applied to encourage the use of off-street parking in new development, unless there are overriding design reasons why they should be varied, and on-street highway parking problems would not be created or exacerbated:

(A) Driveways should be a minimum of 3 metres wide to allow vehicle doors to be opened and closed, so that access to the vehicle is convenient.

(B) Specific parking bays in communal parking areas should be a minimum of 2.4m wide to allow vehicle doors to be opened easily.

(C) For detached, semi-detached and end of terrace properties, driveways down the sides of properties are preferred, with at least some of the land to the front of the dwelling being landscaped garden, in order to introduce variety in the street scene by allowing breaks in the frontage. If forecourt parking is included, it

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| | <p>should be on a minority of dwellings, and spaces should be at least 2.4m wide.</p> <p>(D) Dwellings with tandem parking - where one vehicle cannot be moved without another being moved onto the road first - should only be part of the design if on-street parking can be accommodated safely on surrounding streets.</p> <p>(E) Parking spaces along the gable end of a property should be a minimum of 3.2m from property wall to curtilage to allow access to side and rear doors of the house, as well as car door opening.</p> <p>(F) Garage spaces should be at least 6 metres by 3 metres internally to be considered a parking space. This allows for some storage of householder items, such as bikes, as well as door-opening space.</p> |
| <p>B2 What are the reasons for the Decision?</p> | <p>Adoption of revised Branston Neighbourhood Plan</p> |
| <p>B3 What are the contributions to Corporate Priorities?</p> | <p>The adoption of a revised Branston Neighbourhood Plan meets the corporate plan objective <i>Implementation of the Neighbourhood Fund</i>, targets (<i>CR18, CR19, and CR20</i>), which support the completion of all existing projects started in 2018/19 and at least 5 new projects for 2019/20. In addition, providing clear guidance for applicants, at the parish level, will meet the '<i>value for money and community regeneration</i>' corporate priorities.</p> |
| <p>B4 What are the Human Rights considerations?</p> | <p>There are no Human Rights issues arising from this decision</p> |

Financial Implications

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| B5 What are the financial implications? | There are no financial issues arising from the Branston Neighbourhood Plan as the modification (B11) does not change the nature of the original Neighbourhood plan. The cost for carrying out the review is covered within existing budget arrangements. |
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| Revenue | 2019/20 | 2020/21 | 2021/22 |
|---------|---------|---------|---------|
| | 0 | 0 | 0 |

| Capital | 2019/20 | 2020/21 | 2021/22 |
|---------|---------|---------|---------|
| | 0 | 0 | 0 |

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| The finance section has been approved by the following member of the Financial Management Unit: | Please print name: <div style="text-align: center; font-family: cursive;">LISA TURNER</div> Please sign name: <div style="text-align: right;">]</div> |
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Policy Framework

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| B6 Is the Decision wholly in accordance with the Council's policy framework? | Yes |
| B6.1 If No, does it fall within the urgency provisions (Part 3 of the Constitution)? | NA |
| B6.2 Has it got the appropriate approvals under those provisions? | Yes |
| B7 Is the Decision wholly in accordance with the Council's budget? | Yes |
| B7.1 If No, does it fall within the urgency provisions (Part 3 of the Constitution)? | NA |
| B7.2 Has it got the appropriate approvals under those provisions? | Yes (to be agreed at the relevant Leader/Deputy Leader meetings) |

Equalities Implications

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| B8 What are the Equalities implications: |
| B8.1 Positive (Opportunities/Benefits): |
| B8.2 Negative (Threats): |
| B8.3 The subject of this decision is not a policy, strategy, function or service that is new or being revised. An equality impact assessment is not required. |
| B8.4 [The equality impact assessment identified the following actions to be carried out:] |

Risk Assessment

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| B9 What are the Risk Assessment implications: |
| B9.1 Positive (Opportunities/Benefits): Bringing the Branston NP in line with the revised NPPF (February 2019) and the modifications to (B11) will assist with decision making. |
| B9.2 Negative (Threats) Not adopting the Branston NP could cause delay to decision making at both Local Authority and Parish levels. |
| B9.3 The risks do not need to be entered in the Risk Register. |

Legal Considerations

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| B10 What are the Legal Considerations: | |
| B10.1 The main legal issues arising from this decision are as follows: That the Branston NP will need to be published on both the Councils and Parish Council website prior to adoption along with the relevant Decision Statement. | |
| This section has been approved by the following member of the Legal Team: | Please print name: ANGELA WAKEFIELD Please sign name: |

Sustainability Implications

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| B11 What are the Sustainability implications: N/A |
| <p>B11.2 Positive (Opportunities/Benefits):</p> <p>A revision of the Branston NP parking standards have sustainability benefits, in that parking provision for new development is meant to support the delivery of the Local Development Plan and relevant Neighbourhood Plans.</p> |
| <p>B11.3 Negative (Threats): Viability issues (with identified sites) could mean that the supporting infrastructure cannot be provided</p> |

Health & Safety Implications

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| B12 What are the Health & Safety implications: |
| <p>B12.1 A Risk Assessment has not been carried out and entered into Harriet for all significant hazards and risks because there are no significant hazards or risks arising from this decision.</p> |
| <p>B12.3.1 Positive (Benefits): To secure the necessary parking to support new and existing development in the borough.</p> |
| <p>B12.3.2 Negative (Threats): Poor parking standards may mean that new development does not provide the supporting infrastructure and is not sustainable.</p> |

Key Decision

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| B13 Is this a Key Decision? | No |
| <p>Note: A Key Executive Decision is one where:</p> <ol style="list-style-type: none"> 1. REVENUE – Any contract or proposal with an annual payment or saving of more than £100,000 2. CAPITAL – Any capital project with a value in excess of £150,000 3. A decision which significantly affects communities living or working in an area comprising two or more wards. | |
| <p>B13.1 If this is a Key Decision, is this an urgent decision such that a delay caused by use of the Call-in Procedure would <u>seriously</u> prejudice the public interest?</p> | <i>No (unless the grant is time limited)</i> |
| <p>B13.2 If yes, has the Mayor or in his/her absence the Deputy Mayor or in his/her absence the Chair of the relevant</p> | No |

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| Scrutiny Committee agreed that the decision will be exempt from Call-in? | |
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NOTE: If this decision is subject to the Call-in Procedure it will come into force, and may then be implemented, on the expiry of 3 working days after publication – unless 10 Members of the Council call in the decision.

Please send the original signed document to andrea.davies@eaststaffsbc.gov.uk