

REPORT TO FULL COUNCIL 6TH SEPTEMBER 2023

APPENDIX 2d

Responses to Comments on Annex B of the Publication Draft Sheffield Plan (Parking Guidelines)

Plan Document	Main Issues Summary Comment	Council response	Potential to Change Plan?	Comment reference	Respondent Name
Annex B: Parking Guidelines	Parking allowance for residential dwellings in the Central Area is not consistent with the parking guidelines.	The policy wording is incorrect and should be amended. It should mirror the Parking Guidelines which say 1 space per 10 dwellings for the Central Sub Area. The only exception in the Central Sub Area would be for 3-4 bed dwellings, which are mainly expected to be in lower density areas where up to 1 space per dwelling would be considered where need can be demonstrated.	Yes	PDSP.005.007	National Highways
Annex B: Parking Guidelines	Terminology should be clarified as parking guidelines could be interpreted as optional. They could be strengthened to reduce car parking provision required on sites well served by public transport.	The parking guidelines have been developed to respond to the need to reduce reliance on the private car and increase sustainable trips, as well as responding to the Council's declaration of a Climate Emergency and net zero ambitions. The guidelines and Policy CO2 include provisions to reduce car parking in highly accessible areas with good public transport accessibility. Annex B will be amended to remove the reference to 'Parking standards' on page 3, to improve consistency of wording.	Yes	PDSP.015.019	South Yorkshire Mayoral Combined Authority
Annex B: Parking Guidelines	Support the approach to individual consideration of parking requirements for Uses not included in the Parking Guidelines, such as specialist accommodation.	Support noted and welcomed	No	PDSP.038.007	Gladman Retirement Living Ltd

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Annex B: Parking Guidelines	Support for car free Purpose Built Student Accommodation (PBSA) but note that PBSA should be sui generis not C2. Standards may result in over provision of cycle parking for PBSA. Extend the use of innovative alternatives to PBSA as well as dwellings.	Reference to Use Class C2 will be amended to Sui Generis. No change to the standards is proposed. The policies in the Plan support an increase in active travel and sustainable modes which is required to implement the Plan sustainably. An ambitious approach to cycle parking is required to ensure sufficient provision is made to support future modal shift. However, it is agreed that the wording relating to innovative solutions should be amended to include all residential development to allow developers to propose alternative solutions to meet the requirements.	Yes	PDSP.085.009	Unite Group Plc (Submitted by ROK Planning)
Annex B: Parking Guidelines	Car free requirements present an issue for category 3 wheelchair adaptable/accessible properties which are likely to have different parking requirements. On-site provision is essential especially if there isn't sufficient accessible parking provision in the city centre. It is important that 100% of accessible parking bays must have active EV charging points as quicker uptake of EV's is likely due to the Motability scheme lease model and greater negative impacts on custom vehicle users. The policy must include provision for accessibility specific active travel mobility devices. The requirements for unallocated spaces needs	Policy CO2 (c) requires the provision of accessible parking. It is agreed however that it should be clarified in Annex B Parking Guidelines that in relation to car free housing development provision will be required for disabled parking. An amendment is proposed to ensure all category 3 dwellings include a car parking space, and in addition accessible spaces are provided for 5% of the total dwellings. There are no proposed changes in relation to EV charge points. The Parking Guidelines make provision for 50% of accessible spaces to include EV	Yes	PDSP.093.016	Access Liaison Group

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	robust clarification as surplus accessible spaces need to be available to residents who need additional space but are not necessarily wheelchair users.	charge points, which is higher than the requirements for standard parking spaces, reflecting the potential higher demand. The Plan makes provision for consideration of non-standard cycle parking spaces through its policies (CO2 and Annex B: Parking Guidelines).			
Annex B: Parking Guidelines	Support car parking standards in Central Area. Cycle parking standards are weak and need to be strengthened.	Support for the Central Sub Area car parking standards is welcome. The wording of policy CO1 has been amended to strengthen the principle of provision, and our ability to secure cycling and walking improvements and infrastructure. It is not proposed to change the wording of the guidance in Annex B as this sets out how this should be provided appropriately to the development, within the principle that has now been strengthened in the policy. The cycle parking standards are minimums; there is an omission in the table heading which will be amended to clarify this. A reference to e-bikes has also been added for clarity.	Yes	PDSP.100.003	Cycle Sheffield (Submitted by Sheffield CTC)
Annex B: Parking Guidelines	Supports the car parking standards for the Central Area. Strengthen the wording of the parking guidelines to require provision of cycle parking infrastructure.	Support for the Central Sub Area car parking standards is welcome. The comment is welcomed and the wording of policy CO1 has been amended to strengthen the principle of provision, and	Yes	PDSP.130.008	Sheffield CTC and Cycle Sheffield

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		<p>our ability to secure cycling and walking improvements and infrastructure. It is not proposed to change the wording of the guidance in Annex B as this sets out how this should provided appropriately to the development, within the principle that has now been strengthened in the policy. The cycle parking standards are minimums; there is an omission in the table heading which will be amended to clarify this. A reference to e-bikes has also been added for clarity.</p>			
Annex B: Parking Guidelines	<p>Objection to minimum parking standards and suggests there shouldn't be any additional off-street vehicle parking in order to reduce impacts of vehicles on pollution and affordability. If any parking is provided, 100% should include EV charging to ensure future needs are met.</p>	<p>No change required. The parking standards have been developed to respond to the need to reduce reliance on the private car and increase sustainable trips, as well as responding to the Council's declaration of a Climate Emergency and net zero ambitions. The Annex B: Parking Guidelines document confirms that car parking standards for all Use Classes are maximums. The exception is residential development outside the Central Sub Area where an Expected standard is included to reduce the impact of overspill parking. Policy CO2 provides criteria to allow provision below the expected level where appropriate. Policy CO2 (e) supports the</p>	No	PDSP.168.001	Alex

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		inclusion of re-charging infrastructure, in accordance with the provisions set out in the Parking Guidelines. It is not realistic to require 100% provision of EV charge points, which is far above the Building Regulation requirements.			
Annex B: Parking Guidelines	The Plan should require cycle parking beyond requirements for new development, specifically in shopping areas, and a cycle hub at the main hospitals.	No change proposed as the Plan sets out policies in relation to requirements for new development and does not stipulate provision of cycle parking which is not related to a new development.	No	PDSP.170.003	AlisonRx
Annex B: Parking Guidelines	Support for maximum and limited parking in accessible areas. Increase minimum disabled parking provision requirements from 5% of spaces to 10-25% of spaces.	No change required. The Accessible car parking standards are in accordance with BS8300 and are minimums.	No	PDSP.228.001	Frances Potter
Annex B: Parking Guidelines	The Plan needs to make provision for continued vehicle use as this will not significantly reduce (there will be more EV's). The Plan covers City Centre Parking related to new development but not general retailer/visitor parking. The Plan should support parking and charging of electric cars where the energy generated is from sustainable sources. Suggest new business proposals for Sheffield are encouraged to support electric charging points.	The transport policies in the Plan such as T1 recognise the need to reduce private car use and seek to improve sustainable transport and create Mass Transit Corridors which will improve public transport connectivity to the City Centre, especially for commuter trips, with long stay parking catered for by park and ride outside the City Centre. This will be clarified in the policy. Policies CO1 and CO2 seek to improve connectivity and promote the provision of electric vehicle infrastructure. Policy CO2 (e) supports the inclusion of electric vehicle re-	Yes	PDSP.236.002	Glyn Hawley

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		charging infrastructure, in accordance with the provisions set out in the Parking Guidelines.			
Annex B: Parking Guidelines	The Plan needs to make provision for continued vehicle use as this will not significantly reduce (there will be more EV's). The Plan covers City Centre Parking related to new development but not general retailer/visitor parking. The Plan should support parking and charging of electric cars where the energy generated is from sustainable sources. suggest new business proposals for Sheffield are encouraged to support electric charging points.	The transport policies in the Plan such as T1 recognise the need to reduce private car use and seek to improve sustainable transport and create Mass Transit Corridors which will improve public transport connectivity to the City Centre, especially for commuter trips, with long stay parking catered for by park and ride outside the City Centre. This will be clarified in the policy. Policies CO1 and CO2 seek to improve connectivity and promote the provision of electric vehicle infrastructure. Policy CO2 (e) supports the inclusion of electric vehicle re-charging infrastructure, in accordance with the provisions set out in the Parking Guidelines.	Yes	PDSP.236.003	Glyn Hawley
Annex B: Parking Guidelines	Maximum car parking standards are not high enough and will impact on the highway.	No change required. The parking standards have been developed to respond to the need to reduce reliance on the private car and increase sustainable trips, as well as responding to the Council's declaration of a Climate Emergency and net zero ambitions. The Annex B: Parking Guidelines document confirms that car parking standards for all	No	PDSP.271.025	JimC

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		Use Classes are maximums. The exception is residential development outside the Central Area where an expected standard is included to reduce the impact of overspill parking. Policy CO2 provides criteria to allow provision below the expected level where appropriate.			
Annex B: Parking Guidelines	The Plan needs to go further and require developers to provide infrastructure and facilities to encourage the use of E-bikes, including for local journeys, longer cycle commutes, and local commercial deliveries. Strengthen policy wording to require cycle parking improvements.	The comment is welcomed and the wording of policy CO1 has been amended to strengthen the principle of provision, and our ability to secure cycling and walking improvements and infrastructure. It is not proposed to change the wording of the guidance in Annex B as this sets out how this should be provided appropriately to the development, within the principle that has now been strengthened in the policy. The cycle parking standards are minimums, there is an omission in the table heading which will be amended to clarify this. A reference to e-bikes has also been added for clarity.	Yes	PDSP.355.003	rich147
Annex B: Parking Guidelines	Strengthen the policy wording to include requirements to provide appropriate facilities for the type of cycle users who could potentially be using the premises, including space for non-standard bikes and E-bike	No change proposed. The Plan makes provision for consideration of non-standard cycles and charging facilities through its policies (CO2 and Annex B: Parking Guidelines).	No	PDSP.356.007	Richard Attwood

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	charging facilities.				
Annex B: Parking Guidelines	Must consult with everyone where parking will affect the community.	No change needed. Planning law sets out the circumstances where planning authorities are required to consult on planning applications and what can be considered.	No	PDSP.369.001	Sab

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