



**REPORT of
DIRECTOR OF STRATEGY, PERFORMANCE AND GOVERNANCE**

**to
CENTRAL AREA PLANNING COMMITTEE
14 NOVEMBER 2018**

MEMBERS' UPDATE

AGENDA ITEM 7.

Application Number	FUL/MAL/18/01078
Location	Avanti Photographics 57 High Street Maldon Essex
Proposal	Reconfigure existing retail space with remainder converted to 2No. Maisonettes and 1No. Studio Flat
Applicant	Salisbury Bright Ideas (Maldon) Ltd
Agent	A R Property Designs
Target Decision Date	19.11.2018
Case Officer	Kathryn Mathews
Parish	MALDON NORTH
Reason for Referral to the Committee / Council	Member Call-in – Councillor Pearlman on the basis of the Town Council objections and the Conservation Officer's support

5.6 Access, Parking and Highways Safety

5.6.1 The Council has adopted a revised Vehicle Parking Standards SPD since the report was published. The revised parking standards are expressed as minimum, not maximum, standards. This takes into account Government guidance which recognises that car usage will not be reduced by arbitrarily restricting off street parking spaces. Therefore, whilst the Council maintains an emphasis of promoting sustainable modes of transport and widening the choice, it is recognised that the Maldon District is predominantly rural in nature and there is a higher than average car ownership. Therefore, the minimum parking standards seek to reduce the negative impact unplanned on-street parking can have on the townscape and safety, and take into account the availability of public transport and residents' reliance on the car for accessing, employment, everyday services and leisure. The key objectives of the standards is to help create functional developments, whilst maximising opportunities for use of sustainable modes of transport. This will enable people to sustainably and easily carry out their daily travel requirements without an unacceptable detrimental impact on the local road network, or the visual appearance of the development, from excessive and inconsiderate on street parking.

- 5.6.2 The new parking standard for one-bedroom dwellings (a minimum of one space per dwelling) would not be met as no off-street parking is proposed. However, the site is within a sustainable town centre location and it is therefore considered that there can be some flexibility with respect to the amount of provision that is required to be provided, especially as the policies of the local plan seek to encourage the use of sustainable modes of transport and given the limited number and size of flats proposed. However, provision for cycle parking would be required to comply with the Adopted Standard, as follows: 1 per dwelling (one bed); and, 1 per 8 units (visitors) which would be a total of four spaces in this case. An area for cycle parking is proposed at ground floor level.
- 1.1.2 Based on the above, no objection is raised to the proposal in terms of access, parking or highway safety.