PARKING STATEMENT

APPLICATION FOR FULL PLANNING PERMISSION FOR THE ERECTION OF 150 DWELLINGS AND ASSOCIATED OPEN SPACE AND INFRASTRUCTURE AT LAND TO THE NORTHWEST OF HIGH ROAD WESTON, SPALDING, LINCOLNSHIRE

PERSIMMON HOMES EAST MIDLANDS

DECEMBER 2020

Produced by: Persimmon Homes East Midlands

Persimmon House
19 Commerce Road
Peterborough Business Park
Lynch Wood
Peterborough
PE2 6LR

Tel 01733 397200
Fax 01733 397255

PERSIMMON
Together we make a home

Contents:

		Page
1.	Introduction	3
2.	South Holland District Council's Planning Policy Requirements	4
3.	Car Parking Provision	6
4.	Conclusions	8

1 Introduction

1.1 This Parking Statement supports a full planning submission for the erection of 150 dwellings and associated open space and infrastructure at Land to the northwest of High Road Weston, Spalding, Lincolnshire.

1.2 The purpose of this parking statement is to set out:-

- SHDC's planning policy requirements in respect of car and cycle parking;
- The level of car and cycle parking proposed as part of the development; and
- How car parking will be accommodated within the development.

2 South Holland District Council's Planning Policy Requirements

2.1 The current proposal will be assessed in this statement in the context of the Adopted Local Plan which contains the parking standards for new development South Holland. The proposal will also be assessed in the context of pre-application advice received.

2.2 Policy 36 (Vehicle and Cycle Parking) of the Adopted South East Lincolnshire Local Plan (2011-36) sets out the Councils adopted policy in respect of Vehicle and Cycle parking. Policy 36 requires that spaces are fit for their intended use in terms of size and design. Policy 36 also states the following requirements for major residential development:-

'a. a balanced provision of allocated and communal parking is provided, overlooked and accessible to the development it serves;

b. off-curtilage parking is designed to maximise levels of security and safety for vehicles, drivers and pedestrians; and

c. a secure, covered, convenient space to store at least two bicycles is provided within each residential plot; in the case of flatted developments this may be provided as a communal facility within the curtilage of the building containing the flats;'

2.3 Policy 36 also requires that new development accords with the minimum Parking Standards set out within Appendix 6 of the Local Plan.

2.4 Appendix 6 (Parking Standards) sets out minim standards that should be used in accordance with Policy 36. In respect of Houses and Flats (C3a), appendix 6 sets out the following standards:

ITEM	CAR PARKING STANDARDS	CYCLE PARKING STANDARDS
Houses and Flats (C3a)	Within the curtilage: • 2 spaces for dwellings with up to 3 bedrooms • 3 spaces for dwellings with 4 or more bedrooms A garage can count as one space if it is 2.6m x 5.6m internal width, with an additional 1m at the end to park cycles	1 space within each residential plot or 1 space per unit within a flatted development Where it can be justified by the character and location of the site the standards may be relaxed.

	Where it can be justified by the character and location of the site the standards may be relaxed for one bedroom dwellings, including flats to one garage or parking space per unit and 1 additional space per 3 units for visitors.	

2.5 The Local Planning Authority also advised within pre-application advice given in respect of parking for a residential development at the site that it should be ensured that all parking is within the curtilage of the dwelling it relates to.

2.6 On the basis of the above outlined requirements and the housing mix put forward, the total parking space requirements across the development are calculated at a total of 326 vehicular parking spaces and 150 cycle parking spaces.

2.6 The remainder of this Statement will set out how the proposed development will meet the requirements of policy 36 and Appendix 6 as set within the Adopted Local Plan.

3 Car Parking Provision

3.1 The Proposed Planning Layout demonstrates how parking for a development of 150 C3 dwelling houses could be provided for on the site. This plan provides for car parking to be provide for in a variety of different forms which ensure that the development will not be car parking dominated. The layout utilises the following mix of parking solutions:-

- Garages to the side/rear;
- Integral garages;
- Drive ways to the side;
- Car parking and garaging to the rear; and
- Frontage parking

3.2 This approach that Persimmon Homes have taken in the design of car parking within the Proposed Layout allows for variety within the street scene and provides a choice in offer for future purchasers.

3.3 The total number of vehicular parking spaces across the development is 335 spaces (inclusive of 14 detached garages and 26 integral garages, all of which are above the minimum internal dimensions to accord with the local parking standards) thus providing a number of parking space that slightly exceeds the minimum standards laid out within Appendix 6 of the Adopted Local Plan and as outlined above in terms of total provision. All of the these spaces are within the curtilage of the dwelling that they are intended for, and are located in safe, appropriate and overlooked locations.

3.4 All dwellings with 3 bedrooms or less with the exception of the 1 bedroom (Aster) dwellings included within the scheme, have been allocated 2 or more parking spaces.

3.5 The 1 bedroom cluster house dwellings, of which there are 8 proposed, are of modest proportions and are provided with 1 parking space in each case. There is scope allowed within the parking standards for the requirements for 2 allocated spaces to be relaxed in the case of 1 bedroom dwellings. Given the slight over provision of allocated parking spaces within the overall site layout and taking into account the character and location of the site as well as the interests in designing a good overall planning and highways layout, inclusive of a central looped road system, it is considered that the relaxation of these standards for the modest amount of 1 bedroom plots should be considered acceptable in line with the aspirations of local policy.

3.6 All dwellings with 4 bedrooms have 3 allocated parking spaces available within the curtilage of each dwelling.

3.7 In terms of cycle parking, all C3 dwellings would have access to a private and secure area for the storage of cycles in line with local standards.

3.8 The scheme therefore demonstrates with the parking requirements in the Adopted Local Plan as laid out in Policy 36 and Appendix 6.

4 Conclusion

4.1 This statement sets out how the development will provide for car parking in accordance with the indicative standards set out in adopted planning policy and guidance. The Statement also discusses the mix of car parking solutions used to ensure that the development does not result in a car parking dominated scheme whilst also providing sufficient parking to meet the requirements set out in adopted policy.