
PARKING STATEMENT

Application for Full Planning Permission for the erection of 150 dwellings associated open space and infrastructure at land to the North-West of High Road, Weston, Spalding

Persimmon Homes East Midlands

November 2021

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

Table of Contents

1	Introduction.....	3
2	South Holland District Council's Planning Policy Requirements	4
3	Car Parking Provision	6
4	Conclusion.....	7

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 in 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) of the Adopted South East Lincolnshire Local Plan (2011-36) sets out the Council's 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 minimum 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 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.	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.

- 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.
- 2.7 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 dwellings could be provided for on the site. This plan provides for car parking to be provided for in a variety of different forms that ensure that the development will not be car parking dominated, whilst ensuring the parking is practical for the user. The layout utilises the following mix of parking solutions:
- Garages to the side/rear;
 - Integral garages;
 - Frontage parking; and
 - Tandem parking.
- 3.2 The approach taken for the design of car parking allows for variety, practicality and good visuals along the street scene. Following pre-application advice, the edge lanes provided will be predominantly characterised by frontage parking. In areas of high visibility, such as fronting the open space and at vistas, tandem parking is provided to ensure the street scene is not car dominated. This mix of parking solutions provides variety, and opportunities for landscaping while discouraging on-road parking.
- 3.3 The total number of vehicular parking spaces across the development is 333 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. The number provided exceeds the minimum standards and detailed in Appendix 6 of the Adopted Local Plan. All of these spaces are within the curtilage of the dwelling 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 provided with 1 parking space per dwelling. 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, it is considered 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.

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.