

sustainable transport choices and provide attractive and safe environments whilst ensuring that sufficient parking is provided to meet local needs.

Policy 36: Vehicle and Cycle Parking

All new development, including change of use, should provide vehicle and cycle parking, in accordance with the minimum Parking Standards adopted by the Local Planning Authorities (in Appendix 6), unless a high quality-design can demonstrate that a lower standard of provision delivers the requirements set out in 1-4 below.

Parking for residents, employees and visitors should be integral to the design and form of all new development, and should ensure that:

1. parking spaces are fit for their intended use in terms of size and design;
2. 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;
3. for major non-residential development:
 - a. secure, covered, convenient storage for bicycles for employees should be provided close to an entrance to the building. Changing and shower facilities should be provided where possible;
 - b. secure, covered bicycle storage for visitors are located close to the main entrance to the building;
 - c. where more than 50 parking spaces are provided, at least one double electric vehicle charge point will be required (2 spaces). For each additional 50 parking spaces, one double charging point should be provided up to a maximum of three (6 spaces); and
4. parking is well-integrated within the townscape or landscape, through an appropriate use of materials and landscaping;

Innovative solutions to vehicle-parking provision including shared spaces (where the location and patterns of use permit), and the incorporation of measures such as car clubs, will be supported.

An adequate supply of safe, secure and convenient public parking for vehicles

will be delivered within and adjacent to the town centres, in partnership with the Local Highway Authority.

To demonstrate compliance with this policy, a Transport Assessment and associated Travel Plan should be submitted with proposals. The form will be dependent upon the scale and nature of the development and should be agreed through early discussion with the Local Highway Authority.

Negotiation on parking requirements should be in accordance with the Parking Standards SPD.

Reasoned Justification

- 8.5.2 Poor design and inappropriate provision has adversely impacted upon the success of parking in South East Lincolnshire in recent years, particularly in residential areas, in terms of location, control and management. In places, this has created perceived road-safety concerns and cluttered, car-dominated environments.
- 8.5.3 To help address this issue, all major development should provide for the minimum level of parking provision for vehicles and cycles set out in Appendix 6: Parking Standards at least two spaces will be sought within the curtilage of a residential property (Use Class C3a) of 3 bedrooms or less, all other dwellings (in C3a) should provide for at least 3 spaces. One space could include a garage/car port; however to ensure that parking provision functions as intended, each garage/car port should be able to accommodate a medium-sized family car (2.6m wide x 5.6m length, with an additional 1m for cycle storage and/or to provide space for electric charging points).
- 8.5.4 Exceptionally, these parking standards can be reduced should a high-quality design be submitted demonstrating that parking can be accommodated within the development, and that the long-term impacts upon environmental quality, safety and amenity will not be compromised.
- 8.5.5 Within non-residential development, off-street parking should be seamlessly integrated into the landscape through a high-quality design and landscaping scheme. Appropriate provision for visitors and disabled people close to the entrance to a building will be required, and clear pedestrian routes should be provided for all users to avoid conflict with manoeuvring vehicles. Adequate charging points should be provided to help promote more sustainable transport solutions.
- 8.5.6 The availability of car parking is often seen as key to economic prosperity of the town centres; provision is about right for current demand⁴⁴, although the quality in some areas does not always meet users' expectations. In the long-term, should car ownership and population growth continue to rise without sustainable transport intervention, demand may outstrip supply in Spalding Town Centre. Ensuring town centre car parks are convenient, safe and secure for all, including for those with disabilities will be a priority. Opportunities to provide additional facilities to the west

of the Joint Line in Spalding will be investigated through any review of the Spalding Transport Strategy⁴⁴.

- 8.5.7 Quality cycle parking can encourage more people to cycle for local journeys – in that they are assured of a safe and secure place to park. Within residential development this should be within a covered, lockable enclosure; in other development, provision (e.g. stands or lockers) should be covered, convenient and secure, and capable of holding a number of bicycles, visitor parking should be close to the entrance of a building. Showers and changing facilities for cyclists in non-residential development will be supported.
- 8.5.8 A Parking Design Supplementary Planning Document will be prepared to provide further guidance on the design requirements of this policy.

Monitoring

Number of Council car parking bays in the Town Centres, by short stay (time limited), short stay unlimited and long stay (annual frequency)

Number of electric vehicle charging points provided in association with new development

Number of permissions granted with new or improved parking facilities for the disabled

9. Monitoring and Review

- 9.1.1 The South East Lincolnshire Annual Monitoring Report (AMR) will monitor the effectiveness of the policies of the Local Plan annually. The effectiveness of each policy will be monitored using indicators identified in the Monitoring section for each policy. Appendix 7: Local Plan Implementation sets out how each policy will be monitored and key implementation mechanisms. With respect to housing delivery, the Housing Implementation Strategy⁷⁰ includes details on how the two local authorities will address delivery of the housing trajectory and the actions that will be taken where delivery deviates from the expected path. The AMR will also report on the implementation of future site allocations.
- 9.1.2 The Local Planning Authorities are also required to monitor the significant environmental effects of implementing the Local Plan. This will need to focus on significant sustainability effects, such as those:
- That indicate a likely breach of international, national or local legislation, recognised guidelines or standards;
 - That may give rise to irreversible damage, with a view to identifying trends before such damage is caused; and
 - Where there was uncertainty in the SA, and where monitoring would enable preventative or mitigation measures to be taken
- 9.1.3 The AMR will also monitor the effectiveness of the SA to ensure that any unforeseen adverse effects are identified, and, where possible addressed. Further details can be found in the Sustainability Appraisal².
- 9.1.4 In accordance with regulation 4 of The Town and Country Planning (Local Planning)(England)(Amendment) Regulations 2017' the Local Plan review will be completed every 5 years, starting from the date of adoption of the Local Plan.