

## PARKING & ACCESS ARRANGEMENTS

Client: Mr D Hatfield  
Project: 36 Bayswood Avenue, Boston, Lincs, PE21 7RT  
Ref: 052002  
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### INTRODUCTION

Bayswood Avenue is relatively close to the centre of Boston and has excellent public transport services and excellent links for both pedestrians and cyclists. Because of its proximity to the centre of Boston and because of its local amenities and services, the use of a motor vehicle in such a location is not essential and should be discouraged in favour of more environmentally friendly means of transportation.

This application, therefore, proposes a ground floor Store which can be used for the safe storage of cycles, in preference to a garage for the storage of a motor vehicle.

### PLANNING POLICY

The SELLP 2011-2036 Appendix 6: Parking Standards states as follows:

South East Lincolnshire Local Plan 2011-36

### 15. Appendix 6: Parking Standards

15.1.1\* The following minimum standards should be used in accordance with the guidance in Policy 36: Vehicle and Cycle Parking.

Type of Development (Use Class)	Car Parking Standard	Cycle Parking Standard
<b>Residential</b>		
Houses and Flats (C3a)	<p>Within the curtilage:</p> <ul style="list-style-type: none"><li>• 2 spaces for dwellings with up to 3 bedrooms</li><li>• 3 spaces for dwellings with 4 or more bedrooms</li></ul> <p>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</p> <p>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.</p>	<p>1 space within each residential plot or 1 space per unit within a flatted development</p> <p>Where it can be justified by the character and location of the site the standards may be relaxed.</p>

The space to the side of the house is quite narrow and the family don't use this space for car parking. They currently park one car to the front of this space and a second car across the front of the house. This parking arrangement is very common in Bayswood Avenue, with the majority of properties having the front of the property dedicated to parking. This helps reduce the reliance on the highway for permanent parking.

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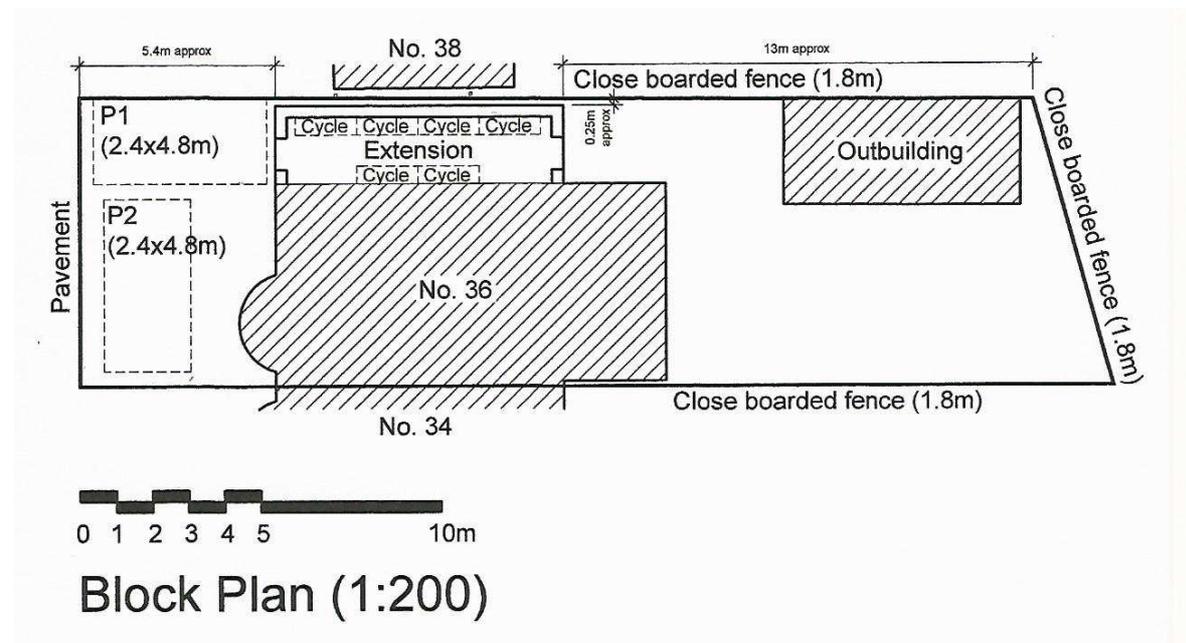
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It is accepted that the two car parking spaces do not meet the SELLP parking standard for new development (which would require 3 spaces), however, this is offset by the increased cycle parking (providing 6 cycle spaces with the possibility of 8 maximum). This is significantly more than the SELLP requirement for a single cycle.

## PARKING PROPOSAL

This proposal can retain the two parking spaces that the family currently use and the proposed Store will accommodate the family's cycles.

The following extract from the submitted drawing shows the proposed parking spaces for cars and cycles:



This plan shows 2no. 2.4x4.8m standard parking spaces plus 6no. covered cycle parking spaces (based on an adult size cycle measuring approx 1.7m in length). It can be seen that the Store can accommodate more if required.

## PLANNING PRECEDENT

In 2019 planning permission was granted for a side extension to no. 40 Bayswood Avenue (planning ref. B/19/0057/FUL). This application was considered and approved under the new SELLP.

This application was to convert the existing garage to a Study (this would count as a loss of one parking space under Appendix 6). The proposal also included for the creation of a fourth bedroom on the first floor. This would require a car parking provision of 3 spaces under Appendix 6. Parking and access arrangements were not submitted as part of the application.

From the submitted drawing for that application it shows on the site plan that the whole front garden is dedicated to parking, however, it also shows that from the front of the garage to the inside edge of the public pavement is only 4.0m. This is shorter than a standard 4.8m long parking space. This means that it is only possible to park cars at an angle or parallel to the front of the house which realistically would accommodate only two car parking spaces which is less than the requirement under Appendix 6.

## CONCLUSION

It is accepted that the proposal for 36 Bayswood Avenue does not meet the SELLP Appendix 6 parking standard for new development. However, in assessing the parking arrangements the following aspects should be taken into consideration:

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- The site location in the wider context of Boston, including its ease of access to the centre of Boston by public transport, cycling or walking.
- It's location relative to local amenities and the centre of Boston do not necessitate the use of a motor vehicle.
- The majority of properties in Bayswood Avenue utilise their front gardens for car parking provision.
- No. 40 Bayswood Avenue was granted planning approval for a fourth bedroom, loss of a garage (parking space) and proposed parking which does not meet standard parking space dimensions.

This application has considered the parking and access arrangements in the context of its urban setting. Although the proposal varies from the planning policy, given that it is an existing dwelling, that it retains the two usable parking spaces and supplements this with additional cycle parking provision over and above the policy guidelines, the application offers a proposal that helps address the ongoing environmental debate on the reduced use of motor vehicles.